



CALIFORNIA TRANSPORTATION

# Journal

2009 | Issue 2

2008-2009 FISCAL YEAR HIGHLIGHTS

LEADING THE ROAD TO RECOVERY





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# CALIFORNIA TRANSPORTATION Journal

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Caltrans is boring the Devil's Slide Tunnels Project beneath San Pedro Mountain, south of San Francisco, to bypass an area of State Route 1 prone to landslides. Crews have bored through half of the 30-foot-wide and 4,200-foot-long Devil's Slide tunnels to connect the already completed twin bridges on the north end. State Route 1 will be realigned at the southern end to provide a safe transition into and out of the tunnels. The two tunnels will provide a safe, dependable highway between Pacifica and Montara once completed in 2011.

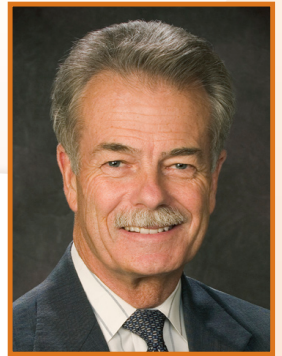






Randell H. Iwasaki  
Director

# Message from Caltrans



Will Kempton  
Former Director  
2004-2009

Dear Reader,

We are excited to share with you this *California Transportation Journal* highlighting our fiscal year 2008-09 accomplishments. This has been a challenging year. Legislators grappled with painful cuts to balance the state's budget, our pay and productivity were impacted by furloughs, and bond sales were delayed, affecting our ability to get projects to construction. Still, Caltrans accomplished a lot.

California received \$3.64 billion from the American Recovery and Reinvestment Act (Recovery Act) for transportation and was first in the nation to obligate \$1.7 billion for projects across the state. Stimulus projects are breaking ground, including a \$1 billion contract to widen Interstate 405 in Los Angeles and a \$13.5 million project to resurface and repair a 50-year-old section of Interstate 80 in the Bay Area. Also, soon to break ground is a \$1 billion project to replace and retrofit Doyle Drive in San Francisco, the aging, seismically vulnerable structure on U.S. Highway 101 that connects the city to the Golden Gate Bridge.

In addition to the Recovery Act projects, Caltrans delivered 334 regular projects worth \$3.7 billion during the 2008-09 fiscal year, including those funded by the \$19.9 billion transportation bond of 2006.

Meanwhile, our partnerships and research facilitated a number of technological advances, such as innovative pilot projects using GPS-enabled cellular phones to manage congestion and magnet-guided bus systems, that will continue to make California safer and easier to navigate. Many of these advances, including the latest in reformulated asphalt mixes, are cutting energy use, lowering greenhouse gas emissions, and saving taxpayer dollars. We're making the Golden State green, while using less green in the form of cash.

Usually *Fiscal Year Highlights* is a stand-alone publication, but this year it was designed as an issue of the *California Transportation Journal* to save money. It organizes the past year's accomplishments according to the Department's five strategic planning goals: Provide the **safest** transportation system in the nation for users and workers, maximize transportation system performance and accessibility through **mobility**, efficiently **deliver** quality transportation projects and services, preserve and enhance California's resources and assets through good **stewardship**, and promote quality **service** through an excellent work force.

The programs, partnerships, projects and activities highlighted in this publication demonstrate how Caltrans has worked toward achieving each of these goals in the past fiscal year. This report describes the most exciting and significant activities in pursuit of each of these goals. Please read on to see how Caltrans is improving mobility across the state.

Randell H. Iwasaki

Will Kempton





# LEADING THE ROAD TO RECOVERY

The 2008-09 fiscal year was an historical year — and for so many reasons.



**Government, private business, and personal financial struggles of this year were frequently compared to the Great Depression. Still, Caltrans made significant strides toward rehabilitating the state's aging transportation system — bringing jobs in the process.**

Caltrans delivered all of its 334 transportation projects, included in this year's contracts for delivery, on time. These projects pumped \$3.7 billion into the construction industry and ultimately created more than 60,000 jobs.

Completion of the first major project funded by the 2006 transportation bond (Proposition 1B) came in January 2009, one year ahead of schedule. The Interstate 5/Lomas Santa Fe Project in Southern California received \$24.5 million from the 2006 transportation bond. The project, valued at \$66 million overall, extended high occupancy vehicle lanes and provided other improvements

that increased freeway capacity in the most heavily congested portion of the I-5 corridor.

A month later, the American Recovery and Reinvestment Act of 2009 (Recovery Act) brought a \$2.57 billion infusion of cash to California for highways, local streets and roads, and \$1.07 billion for transit projects. Under the Recovery Act, states had 120 days to obligate half their transportation funding, and California obligated this funding in less than 60 days — two months ahead of the federal deadline. Caltrans was the first state transportation department in the country to surpass the \$1.7 billion obligation mark.





Caltrans used federal economic stimulus funding to leverage other resources, allowing construction to begin on hundreds of projects throughout California. In March, 57 transportation projects — totaling \$625 million — were approved as the first in line to receive infrastructure-focused federal economic stimulus dollars. This included \$75 million to repave three miles of rough pavement on Interstate 710 in Los Angeles County, one of the nation's busiest freeways for goods movement, and \$46.7 million to replace two aging bridges on State Route 99 in Merced County. Nearly \$565 million was targeted for rural and urban highway projects in the State Highway Operation and Protection Program (SHOPP). The remaining \$60 million of funding went toward pavement preservation projects. All of these projects were targeted to provide significant economic benefits across California.

The state's first Recovery Act project broke ground in April, repaving a 50-year-old section of Interstate 80 located in Fairfield, between Sacramento and the Bay Area. This stretch of roadway is used by 200,000 motorists daily.



Another \$1.6 billion in Recovery Act funding was allocated in April, with \$50 million going to the Doyle Drive Reconstruction Project in San Francisco. The 60-year-old Doyle Drive structure serves as the southern access to the Golden Gate Bridge and is a vital transportation link between San Francisco, and Marin and Sonoma counties. The \$1.6 billion Recovery Act allocation was distributed to regional agencies for transportation projects throughout the state. Projects were selected based on a combination of their “shovel-ready” status, number of jobs created, and benefits to the state’s transportation infrastructure.

Caltrans started widening one of the most congested freeways in the nation in May — Interstate 405 through the Sepulveda Pass in Los Angeles — thanks to \$190 million in federal economic stimulus funding. Nearly 280,000 daily commuters will enjoy 72 continuous miles of bus/carpool lanes from the San Fernando Valley to Orange County when the job is done.

Senate Bill 1026, signed by Gov. Arnold Schwarzenegger in January 2006, provided the authorization to use the design/build strategy to accelerate delivery of this project. Design/build condenses a project’s timeline by combining a skilled team to design and construct the project concurrently, rather than completely designing a project before advertising. This process allows a project to begin construction earlier since one section of the project can be built while the next step is in the process of being designed. This efficient process also maximizes available labor, materials, and resources.

Opposite Page: In May 2009, Gov. Schwarzenegger launched the start of construction on the Interstate 405 Sepulveda Pass Widening Project, which received federal economic stimulus funding.





# SAFETY

## Caltrans Seismically Retrofits San Francisco-Oakland Bay Bridge

**The seismic retrofit of the San Francisco-Oakland Bay Bridge West Approach was completed in early 2009. The entire western half of the bridge now meets seismic safety standards.**

The West Approach was one of the most complex transportation projects in state history. It involved completely retrofitting a one-mile section of Interstate 80. This stretch of I-80 links San Francisco to the Bay Bridge and carries more than 280,000 vehicles a day. This project included rebuilding the double-decked roadways so that each deck has independent columns and foundations. This was vital to making the structure seismically sound. Prior to the retrofit, the roadways shared a single foundation system.

To keep traffic moving and to minimize neighborhood disruptions, construction and demolition were performed through a series of six highly

complex phases, which often required major lane reconfigurations, traffic shifts and temporary deck closures.

Caltrans went to extreme lengths to minimize impacts to motorists by scheduling work during weekends and at night. Sometimes this meant consolidating work into a condensed time frame. Hundreds of workers often toiled around-the-clock to get the job done before heavy commute hour traffic began. This was all done under pressure to meet timelines and costs.

The project was completed seven months ahead of schedule. The public was kept informed with an innovative, extensive and award-winning



## Doyle Drive – Golden Gate Bridge Gets New Link in San Francisco

Caltrans is preparing to break ground on the \$1 billion Doyle Drive seismic retrofit and replacement project. The Recovery Act contributed \$50 million to this project to provide a new access to the Golden Gate Bridge within a national park and replace the aging, seismically vulnerable structure. Caltrans, the San Francisco Transportation Authority, the Golden Gate Bridge Highway and Transit District, the Presidio Trust, the National Park Service, and the Department of Veterans Affairs are collaborating on the project. Other cooperating agencies include the city of San Francisco's Department of Recreation and Parks, Department of Parking and Traffic (now known as the Municipal Transportation Agency), and Department of Public Works.



Gov. Schwarzenegger announced the first American Recovery and Reinvestment Act project to start construction in California in April 2009 on an Interstate 80 pavement rehabilitation project in Fairfield.

public outreach program. Caltrans gave print and broadcast media access to project leaders and engineers, simulations showing traffic flow on temporary and permanent roadways, and access to the work site in order to develop a thorough understanding of the project and to educate and inform the public.

Rebuilding the West Approach took place in a densely populated neighborhood. Construction and demolition occurred within mere inches of homes and offices. Keeping neighbors, motorists, and the general public informed was crucial during major demolition and construction work. Outreach efforts included community meetings,

## Strategic Highway Safety Plan

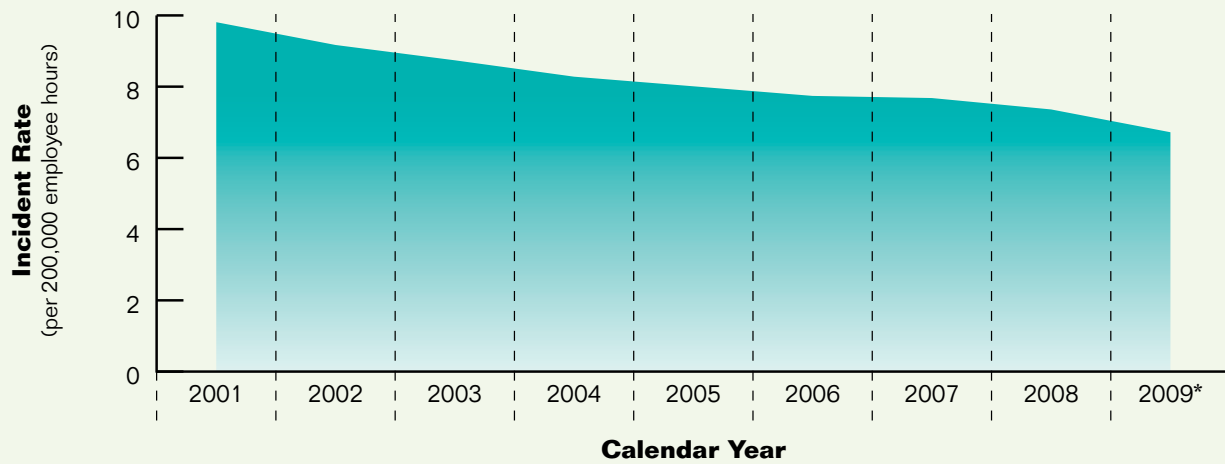
The Strategic Highway Safety Plan (SHSP) was released in September 2006 to address an assortment of traffic safety issues. Historically, California has led the nation in the number of vehicle crashes largely because of the state's significant size, population, and high volume of traffic. Caltrans has partnered with 80 different public and private agencies to reduce highway fatalities by 20 percent, from 1.25 to 1.00 per 100 million vehicle miles a year. The SHSP will ultimately reduce vehicle crashes and the unfortunate consequences of death and injury that often follow. This past fiscal year, Caltrans completed specific actions to improve safety including increased school district awareness of the state-funded Safe Routes to School program, expanded joint safety training for field personnel and law enforcement officers in work zones, and increased training of local and county design engineers on how to accommodate older drivers and pedestrians.

door-to-door canvassing, establishing a project hotline, mailings, public service announcements, and media and legislative outreach. Throughout the project, public information officers worked closely with nearby residents and businesses to keep them informed of progress and resolve any concerns. The patience of nearby residents and businesses was greatly appreciated, and their support throughout the project was a key factor in its success.

Opposite Page: Caltrans is completely rebuilding the San Francisco-Oakland Bay Bridge east span, which is pictured to the left. The Department completed all seismic retrofits to the western portion of the eight-mile bridge in early 2009.



## Worker Incident Rate Work-Related Injuries and Illnesses per 200,000 Employee Hours



\*This represents half of the 2009 calendar year.

Caltrans measures the worker incident rate so the Department can continue to lower the frequency and severity of work-related injuries and illnesses. Safety is Caltrans' top goal.

Source: State of California Office of Health and Safety Resources

## Using Technology to Improve Safety

An innovative technology was tested in the Bay Area under the tutelage of Caltrans' Division of Research and Innovation and University of California Berkeley's Partners for Advanced Transit and Highways (California PATH). The Mobile Century/Mobile Millennium project gathers and transmits travel information data from participants to their smart phones using Global Positioning Satellite (GPS) technology run through an algorithm to protect users' identities. It was tested with 100 UC Berkeley students on Interstate 880 between Hayward and Fremont and expanded to a one-year testing period with the general public in November 2008. It also gathers data from city streets to expand smart travel options to arteries leading to freeways. This information is being folded into the Safe and Efficient Travel Through Innovation and Partnerships for the 21st century (SafeTrip-21). The \$13.4 million partnership between the U.S.



Caltrans and UC Berkeley have partnered to develop a program to collect and transmit traveler information to motorists to let them know which way is the quickest and easiest route, given the current traffic data.  
Photo courtesy of California PATH.

Department of Transportation and Caltrans is field-testing technologies designed to reduce gridlock and traffic-related fatalities and injuries on roadways through GPS-equipped cellular signals in the Mobile Millennium project. Vehicles transmit real-time data over the roadway in a 200-mile radius in the Bay Area. Motorists can see traffic conditions, get train arrival time information and, in the future, will hear audible alerts about upcoming red lights, school zones, and pedestrians crossing the road, all on their smart phones. The world's largest multimodal field test of Intelligent Transportation Systems (ITS) technologies, SafeTrip-21 represents a convergence of existing technologies including multimodal trip planning and traveler information; safety advisories; onboard displays of commuter rail and transit bus connections; electronic toll collection; and parking reservation and payment services in a national field test to advance the development of a Vehicle Infrastructure Integration system, which uses Wi-Fi and dedicated short-range communications. This technology was demonstrated at the ITS World Congress conference in New York City in November 2008.

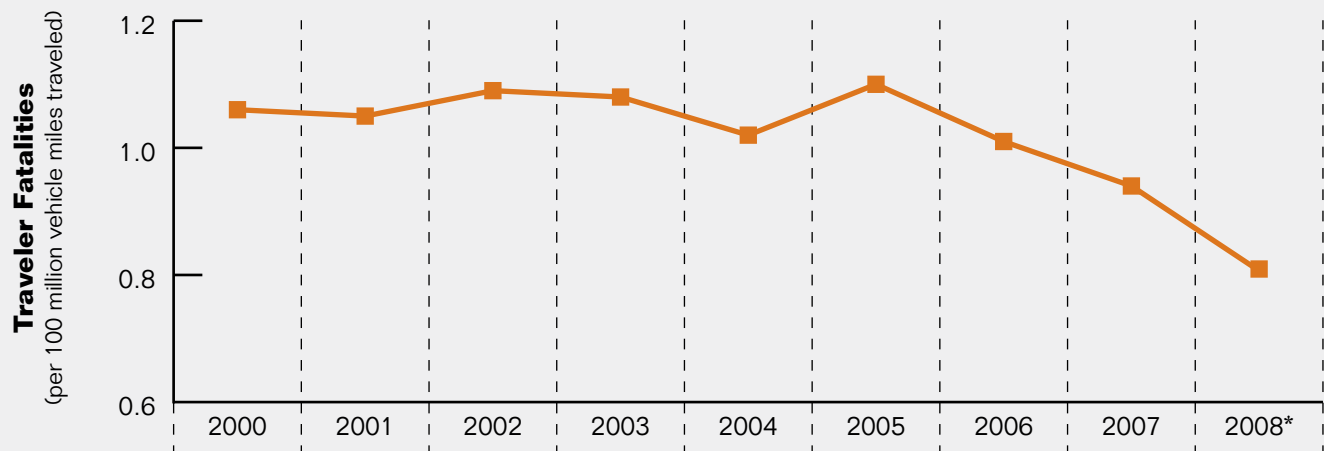
## Ortega Highway Project Completed One Year Ahead of Schedule

The \$40 million State Route 74 Ortega Highway safety improvement project, a three-mile section in San Juan Capistrano, was completed in two-thirds of the contract time, and under budget. The old facility had narrow lanes, limited turnout areas, and a high accident rate. The project's goal was to reduce incidents and improve roadway safety and highway drainage.



Caltrans widened the Ortega Highway as part of a safety improvement project.

## Traveler Fatalities per 100 Million Vehicle Miles Traveled on the California State Highway System



Caltrans tracks state highway traveler fatalities to determine what areas of traffic safety the Department has improved on, and what areas still need work.

\*Preliminary numbers.

Source: Highway Performance and Monitoring System (HPMS) and Transportation Systems Network (TSN)





Caltrans is working to improve safety and reduce fatalities on California's foggy Central Valley freeways.

## Seeing Through the Fog — Safety Improvements Save Travelers

In an effort to eliminate deadly multi-vehicle freeway accidents during the Central Valley's winter fog season, Caltrans completed an innovative and comprehensive Fog Pilot Project aimed at reducing the severity of those collisions on local freeways.

Caltrans installed extensive equipment to provide a more immediate fog warning system for drivers along a 12-mile stretch of State Route 99 through the Central Valley. It is based on a successful, albeit smaller, system already in place in the Stockton area.

The integrated electronic devices will incorporate detection systems that monitor weather patterns and traffic conditions. Combined, these systems will automatically communicate messages regarding potentially hazardous road conditions directly to drivers via dozens of electronic freeway message signs posted along the project corridor.

The installation of equipment begins approximately 1.5 miles south of the Fresno County/Tulare County line near the Kings River and concludes

approximately 10.5 miles to the north of that border near Manning Avenue in the city of Fowler. This stretch of road was chosen because of the frequency of dense fog and reduced-visibility incidents in recent years.

The integrated systems that will make up this project include weather stations, electronic freeway message signs, microwave vehicle/motion detectors, and visibility sensors.



Electronic freeway message signs warn motorists of upcoming roadway conditions, such as low visibility.

## Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is an integral component of the Strategic Highway Safety Plan. Caltrans has administered this program for many years to reduce the number and severity of collisions on California's roadway system.

Caltrans has established programs to identify roadways, intersections and ramps that might need safety improvements for motorists, pedestrians and bicyclists. A total of 76 safety projects were awarded at a cost of \$117.4 million during the 2008-09 fiscal year.

Caltrans works with local agencies to identify and fund local safety projects with HSIP and High Risk Rural Roads Program funds. During the 2008-09 fiscal year, Caltrans approved 111 safety projects totaling more than \$56 million.



Caltrans is committed to the safety of its workers and the public. That's why the Department has partnered with Cal/OSHA to improve construction safety before incidents occur.



Proposition 1B, the 2006 transportation bond, allotted \$1 billion toward improvements on State Route 99, such as these repaving efforts done in October 2008.



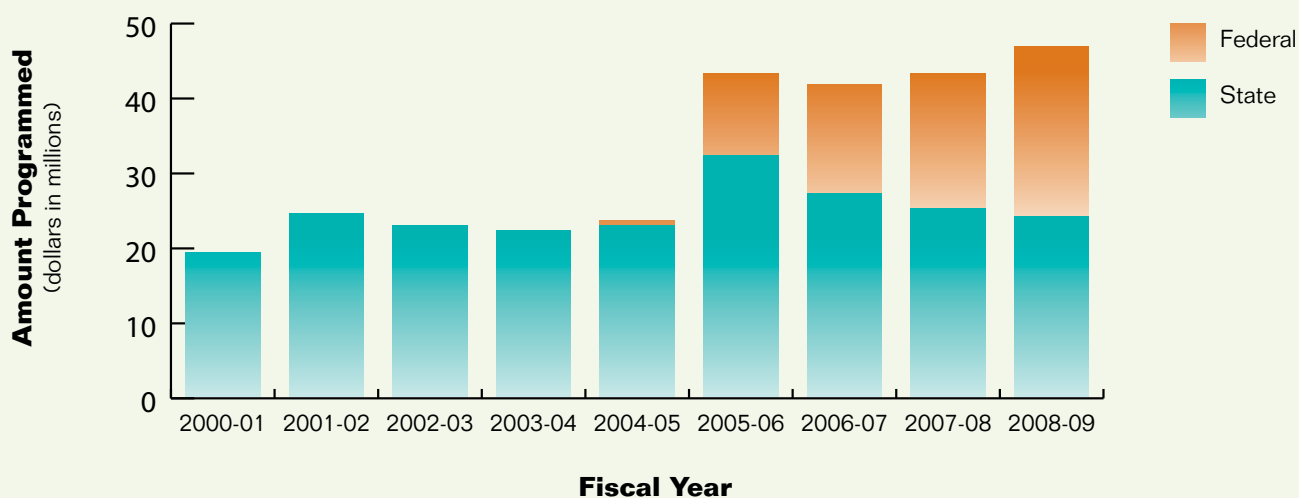
Caltrans plans to expand State Route 12 from a two-lane rural highway into four lanes to increase safety.

## Safety Agreement Protects Workers

In July 2008, Caltrans entered into an agreement with the California Division of Occupational Safety and Health (Cal/OSHA) to be proactive toward construction site safety. Cal/OSHA and Caltrans inspectors, often in cooperation with the contractor's safety officer, will now review certain construction sites, identify areas of safety concern, and have them addressed to proactively reduce the likelihood of a serious safety incident. The effort is reducing safety incidents and costs.



## Safe Routes to School Program



Caltrans manages the state and federal Safe Routes to School programs, which have improved safety for children in grades K-12 who walk and bicycle to school. The programs fund local projects, including installing sidewalks, signs and lights near public schools.

Source: Caltrans Local Assistance Division

## Grants Give Students Safer Routes to School

In fiscal year 2008-09, Caltrans awarded \$48.5 million to cities and counties for 106 projects funded through the state's Safe Routes to School program, for the fiscal years 2008-09 and 2009-10. This program is designed to give students in



grades K-12 easier and healthier ways to travel safely to and from school by funding projects such as construction of new sidewalks, bicycle trails, installation of crosswalks and signals at intersections, as well as distribution of bicycle helmets, and implementation of safety campaigns and training.



The Safe Routes to School Program funds projects that install signs, crosswalks and lights embedded in the roadway, to warn motorists to stop for students heading to and from school.

## Californians Slow for the Cone Zone

Caltrans' Slow for the Cone Zone public education campaign continues to have a positive impact with its simple, straightforward message aimed to train, educate, and remind California's drivers to decrease speed in construction and maintenance work areas.

This multifaceted, strategic approach sends a powerful message. With a little less speed and a few more seconds, lives are saved in work zones. For instance, slowing from 65 mph to 45 mph greatly increases a driver's ability to maneuver safely through detours or navigate lane changes and merging traffic.

Caltrans has shown just how effectively a public education campaign with a clear message can work to reduce injuries, incidents and deaths. Key elements of the Slow for the Cone Zone campaign include general, teenage, and Hispanic outreach identified through current market survey results.

According to statistics released in 2008, the total number of deaths attributed to collisions in work zones decreased 39 percent from the previous year. However, with the number of work zones increasing due to Proposition 1B, the 2006 transportation bond, and future Recovery Act funded projects, we need to continue our diligence in getting the message out to California motorists.

The message is clear — Slow for the Cone Zone is building awareness both locally and nationally to change unsafe driving behavior one motorist at a time.



"Street Skills" winner Julia Huggins was surprised with a 2009 Toyota Scion xB — donated by Clear Channel and AAA at a Scotts Valley High School rally in December 2008.



Caltrans Honor Guard members stand next to Business, Transportation & Housing Agency Secretary Dale E. Bonner (front left) and Caltrans Director Will Kempton (front right) at the 19th annual Workers Memorial on the west steps of the State Capitol in April 2009. Surviving family members joined Caltrans staff to honor those who lost their lives working on the highways, including Muoi Tran, who died in October 2008.

## Improving Teen Driving Through Slow for the Cone Zone Campaign

In December 2008, Caltrans announced the winner of its "Street Skills" New Driver Safety Sweepstakes. Julia Huggins of Scotts Valley High School near the Central Coast received a 2009 Toyota Scion xB and a \$1,000 check, donated by Clear Channel and the American Automobile Association (AAA).

"Street Skills" was a statewide program that quizzed teen drivers online about safe driving in highway work zones and was part of a fall 2008 tour that hosted 49 safe driving events at high schools during lunch hours and at football games. Caltrans sent more than 900 driving safety kits to public and private schools.

Great information, including driver safety quizzes for high school aged drivers in both English and Spanish, is posted at [www.slowfortheconezone.com](http://www.slowfortheconezone.com).





## MOBILITY

### Voters Approve High-Speed Rail

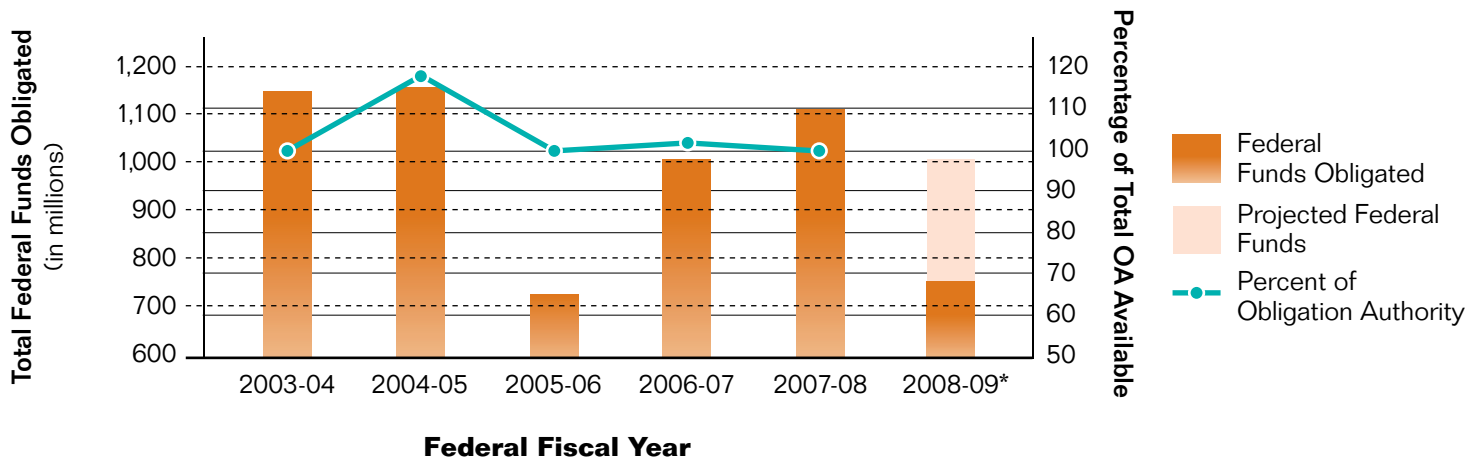
**Caltrans is assisting the California High-Speed Rail Authority in developing a contemporary high-speed train operating on dedicated rights of way. In the November 2008 election, California voters approved Proposition 1A, authorizing a \$9 billion bond for an 800-mile train network capable of speeds up to 220 miles an hour. It also provides \$950 million to finance capital improvements to commuter and intercity rail, as well as local transit lines that will connect existing infrastructure to the high-speed train system.**

When it's completed, travelers will be able to go from Los Angeles to San Francisco in two hours and 38 minutes, from Anaheim to Sacramento in two and a half hours, and from Fresno to San Jose in one hour. A high-speed train system between Los Angeles/Anaheim and San Francisco with extensions to Sacramento and San Diego will eventually carry more than 90 million passengers,

generating \$3.6 billion in gross revenues, with fare levels around half the cost of airfares.

The California High-Speed Rail Authority (Authority) has spent more than a decade on research. Now Caltrans and the Authority are partnering with local agencies to build the system. First, six segments of the system must be engineered: Los

## Federal Funds for Local Assistance



Caltrans' local partners receive approximately 40 percent of the federal aid highway funds annually distributed to the state of California through the Federal Highway Administration. In federal fiscal year 2004-05, local agencies delivered more projects than scheduled, resulting in a lower amount obligated in federal fiscal year 2005-06.

*\*Data through the third quarter of the federal fiscal year.*

Source: Caltrans Division of Local Assistance

Angeles to Anaheim, Los Angeles to Palmdale, Palmdale to Fresno, Fresno to Merced, Central Valley to San Jose, and San Jose to San Francisco.

The Authority expects construction to start in 2012. The Los Angeles to San Francisco backbone of the system is scheduled to be completed by 2020. The system will be built along, or adjacent to, existing rail transportation facilities to reduce unplanned growth by linking local and regional transit systems.

Caltrans will assist the Authority by securing rights of way, testing materials, inspecting construction and determining where the train system interfaces with state transportation facilities. The Department's intercity rail program will complement the high-speed rail system by providing a critical feeder link, connecting all parts of the state to the high-speed rail system.



Above: A rendering of a proposed high-speed train station.

Opposite Page: A rendering of the high-speed train and railroad. Construction is expected to start in 2012 on the first and only contemporary high-speed train operating on dedicated rights of way in the United States.

Renderings courtesy of the High-Speed Rail Authority.



## Legislative Efforts Drive Transportation Forward

Caltrans sponsored seven transportation bills during the 2008 legislative session. Gov. Schwarzenegger signed all seven bills into law. These bills increased penalties against individuals who assault highway workers during the course of their duties, gave Caltrans National Environmental Policy Act responsibilities, and streamlined contracting procedures. In addition, Caltrans sponsored legislation that provided funding for installing solar panels on Department facilities.

During the budget negotiations in late 2008 and early 2009, Caltrans was able to secure three important changes in law that will allow the Department to more efficiently accomplish its mission; ABX2-8 (Nestande) streamlined the approval process for a small group of transportation projects to allow the Department to quickly award contracts and create jobs during the economic recession. In addition, with SBX2-4 (Cogdill), Caltrans obtained authority to use a design/build method of procurement for some projects.



New legislation allowed Caltrans to pursue public-private partnership projects to extend the State Route 91 express toll lanes past Riverside to Interstate 15 near Corona in Southern California.

Skilled contractors can shorten construction time and costs by designing and building a project concurrently.

This legislation also secured unlimited authority for Caltrans to enter into public-private partnership agreements for the development of transportation infrastructure through 2017. This method of financing has proven beneficial to both the public and private sectors and is routinely used worldwide. It will also provide significant new capital investment that the state is not able to afford while improving and expanding our transportation infrastructure.



Left to right: Caltrans Chief of Construction Contract Awards, Kris Kuhl logs bid submissions, while Harley Dabler opens the bids. Caltrans currently receives an average of eight bids per project, a significant increase during the last several years, which has resulted in lower bid prices — saving taxpayers money.

## Construction Promotes International Trade for U.S.

A Presidential Permit was issued in December 2008 for the State Route 11/Otay Mesa East Port of Entry Project, allowing Caltrans to work on the design and construction of the new connecting freeway and port on this international border. The project will reduce border wait times and promote the transportation of goods and services across the border, which will boost the economies of the two nations. The SR 11/Otay Mesa East Port Project will feature a new four-lane freeway that will stretch three miles from SR 905 south to the new port. Estimates for improvements to SR 11 range from \$300 million to \$360 million, and the new port may cost \$350 million. The Presidential Permit opened the door for Caltrans and the San Diego Association of Governments (SANDAG) to seek investment dollars through public-private partnerships and collect toll fees to pay for the new freeway. An added \$75 million was designated for construction from the Proposition 1B Trade Corridors Improvement Fund. The project is scheduled to break ground in 2012 and open in 2014.

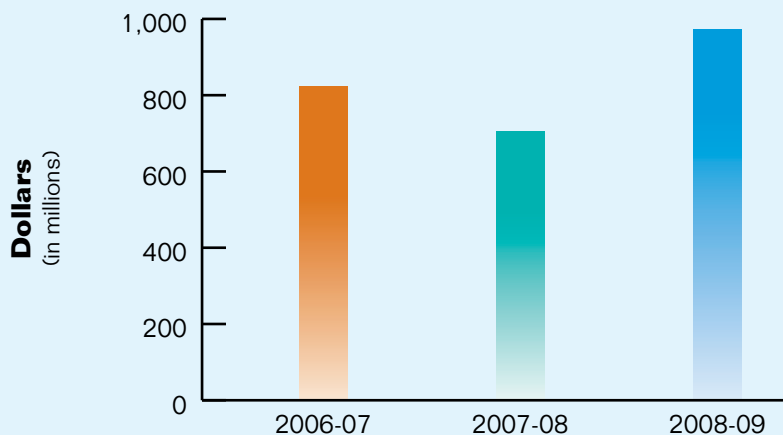


In December 2008, Gov. Schwarzenegger announced the authorization for a new United States-Mexico border crossing on State Route 11 at Otay Mesa.



Caltrans is expediting a project on State Route 11 at Otay Mesa to ease goods movement congestion through the port of entry at the United States-Mexico border.

## Total Funding for Pavement Rehabilitation and Maintenance



Caltrans continually advocates for more funding to repair worn roadways. This graph includes money Caltrans was allocated from the Recovery Act.

Source: Caltrans Division of Pavement Management



## New Trends in Transit — Technology Includes Magnetic Buses

The Vehicle Assist and Automation (VAA) automated bus guidance system was demonstrated on State Route 185/East 14th Street in San Leandro in September 2008. With magnet technology, a precision docking function, and rail-like ease of boarding at bus stations, time for loading and unloading passengers will be reduced.

The system will also improve efficiency and reliability over the course of an entire bus route. The roadway is embedded with a series of magnets. Special sensors and processors on board the bus detect the magnets in the pavement and control the steering. The driver maintains control of braking and acceleration, but the steering is completely automated, allowing buses to pull into stops within a lateral accuracy of one centimeter. This test is now being expanded to public bus lines. One test will be on Alameda County Transit's TransBay Express on a four-mile stretch of State Route 92 from Hesperian Boulevard to the San Mateo Bridge toll plaza. The other test will be performed with the Lane County Transit District in Eugene-Springfield, Oregon, on its EmXBus Rapid Transit System.



Caltrans and its partners tested new bus magnet technology in September 2008, and were encouraged with the positive results. Photo courtesy of UC Berkeley.



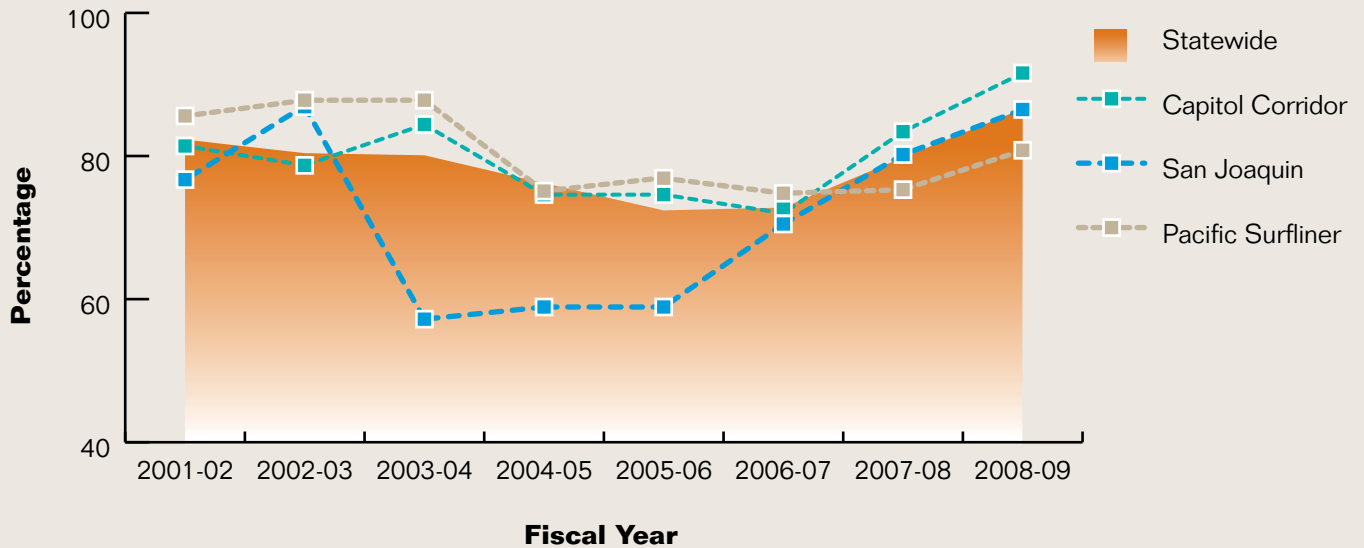
Movable barrier machines move the center median to accommodate a large amount of traffic heading one direction.

## Movable Barrier Machine Improves Mobility

Caltrans opened an eight-mile middle segment of the Interstate 15 express lanes in July 2008 that will allow use of a movable barrier machine to configure the lanes to accommodate the morning and afternoon peak directional traffic and to handle special events or incidents in San Diego County. The adjustable lanes are available for free to public transit, carpools, vanpools, motorcycles and permitted clean air vehicles and for a fee to single-occupant vehicle drivers. The lane configuration will remain two lanes in each direc-

tion until the entire project is completed in 2012. Travel through the corridor will improve with new access points, advanced traffic control devices, FasTrak® electronic toll collection, and transit stations with Park & Ride lots connected through direct lane access ramps. Work continues on the remaining north and south segments. All three segments of the project have a combined investment of \$1.3 billion, including \$350 million in 2006 transportation bond funds.

## Amtrak On-Time Performance



Caltrans strives to provide good service to the train-riding public. On-time performance is a measure of reliability.

Source: Caltrans Division of Rail

## Amtrak On-Time Performance

The on-time performance between July 1, 2008 and June 30, 2009 increased to 86.6 percent on California's intercity passenger rail program. Caltrans, on behalf of the state, contributes about \$86 million annually to Amtrak for its operation of the largest state-supported intercity passenger rail program in the nation, which includes the Pacific Surfliner, San Joaquin and Capitol Corridor routes. Ridership on the routes reached a record 5.3 million in fiscal year 2007-08.



Caltrans and Amtrak are continually improving on-time train performance to increase the appeal of commuter trains. Increasing ridership lowers emissions and congestion in California.

## Metering Lights Move Motorists

Caltrans worked closely with the Bay Area Toll Authority (BATA) and successfully implemented metering light rate changes for the FasTrak® system to provide a 68 percent advantage to FasTrak® users. This has helped speed the flow of vehicles in bridge toll plazas as FasTrak® can process up to 1,200 vehicles per hour while cash booths can only process 300 vehicles per hour. BATA reports that on average 47 percent of Bay Area motorists use FasTrak® with that average increasing above 50 percent during the commute period.



Caltrans reprogrammed the San Francisco-Oakland Bay Bridge toll booth traffic lights to accommodate higher volume in FasTrak® lanes.



## Caltrans Responds to Wildfires

In November 2008, fires broke out along State Route 91 in Orange County and jumped across State Routes 57 and 142, spreading rapidly into the cities of Brea, Yorba Linda and Anaheim Hills. Wooden posts, guardrails, metal signs and plastic culverts were destroyed, and thick smoke blocked drivers' visibility. Maintenance crews and traffic management personnel responded immediately by coordinating the opening and closing of freeways and toll roads with local agencies. Emergency contracts were authorized to restore access to the highways. After repairs were made, SR 142 reopened in two days. Erosion control work for SR 91 was completed within two weeks.



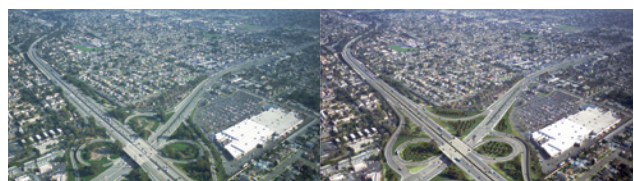
Wildfires do an incredible amount of damage to land, property, and roadways. Caltrans partners with emergency personnel to help extinguish the danger and restore safety.



When wildfires cross highways, Caltrans keeps the motoring public out of danger, while helping emergency vehicles get to the flames.

## Doubling Capacity on State Route 22

The State Route 22 Design/Build High Occupancy Vehicle (HOV) Project, in partnership with Orange County Transportation Authority (OCTA), is a \$550 million upgrade and improvement project that added 12 miles of HOV lanes and six miles of general-purpose lanes. Interchanges, which included the "Orange Crush," a congestion prone area where Interstate 5 and State Routes 22 and 57 meet, were improved. Also, ramps, bridges, sound and retaining walls, and drainage were added or improved. The Garden Grove Freeway hadn't been improved since it was built for 115,000 cars a day in the early 1960s. It can now handle 250,000 vehicles



**Before:** This State Route 22 interchange in Southern California was badly in need of an upgrade before Caltrans added auxiliary lanes between ramps and improved the overall interchange.

**After:** State Route 22 can now handle 250,000 cars a day, after the \$550 million upgrade added 12 miles of high occupancy vehicle lanes, six miles of general-purpose lanes, and more.

per day, and was the first design/build project on an operating freeway in California.

## Synchronization Gives Mobility the Green Light

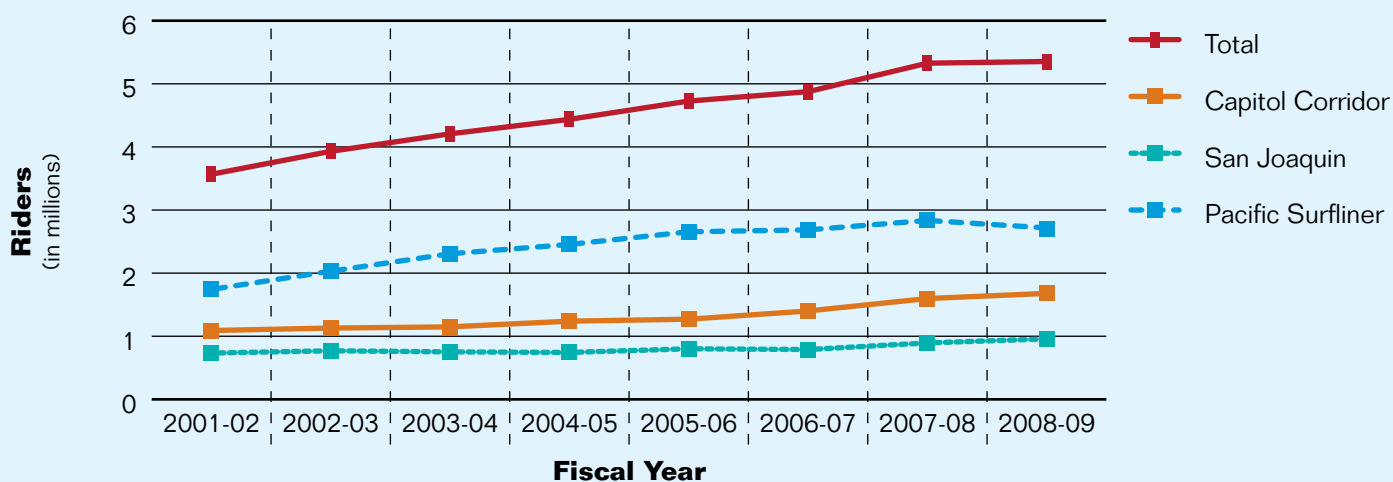
The \$19.9 billion 2006 transportation bond-funded Traffic Light Synchronization Program provided \$250 million to local governments to update their traffic signals. Modern traffic signal software allows cities to synchronize traffic lights from intersection to intersection from traffic management centers. Timing can be adjusted to accommodate real-time traffic demands, for commute congestion, and to help clear traffic after an incident. Synchronized traffic lights allow the flow of traffic to move more smoothly down major streets, saving drivers' time, reducing fuel wasted from idling cars, and reducing pollution from cars accelerating after light changes.

Between June and December 2008, 29 projects received funding allocations. Three of these projects have already been completed, and 11 are under construction. Another 54 projects should receive funding allocations by June 2010.



Caltrans partners with local governments to improve traffic signals. These new lights can be synchronized so traffic can move smoothly through surface streets.

## Annual Intercity Passenger Rail Ridership



Caltrans supports Amtrak's three intercity passenger rail programs: the Pacific Surfliner in Southern California, the San Joaquin in the Central Valley, and the Capitol Corridor in the Sacramento Valley. Each year, more and more people choose to take the train.

Source: Caltrans Division of Rail





# DELIVERY

## Fix I-5

**In 2008, Caltrans, using full lane closures, rehabilitated a .75-mile stretch of Interstate 5 in downtown Sacramento built just a short distance away from the Sacramento River. Roadway engineers dubbed this the “Boat Section” of I-5.**

The interstate needed substantial rehabilitation to repair drainage systems and replace pavement just north of the U.S. Highway 50/Capital City Freeway interchange. The major artery through the Sacramento area carries more than 190,000 vehicles each day. This segment was dubbed the “Boat Section” because it was built below the water level of the nearby Sacramento River, and had a long history of leaking and flooding.

Caltrans worked with the contractor on an innovative full-lane closure plan to shorten the time it would take to completely rebuild the interstate from five years of nighttime and weekend work, to just 35 days of around-the-clock construction.

Construction-related traffic delays never exceeded more than 20 minutes. Traffic counts reflected that, for more than two months, drivers demonstrated their spirit of cooperation by finding alternative routes, taking transit, working with their employers to alter schedules, working from home, and avoiding needless trips.

A big component of this project was a comprehensive public outreach campaign and collaborative partnership between Caltrans, the cities of Sacramento and West Sacramento, the California Highway Patrol, downtown Sacramento businesses, and local emergency service providers. The public awareness campaign included a Web site, media



## Delivering Projects On-Time

Caltrans has delivered 100 percent of the 334 projects scheduled to list (advertise) during the 2008-09 fiscal year. These projects have a total estimated construction value of \$3.7 billion. Caltrans has successfully met this key project delivery milestone for three of the past four consecutive years, with the first year reaching 99 percent due to additional work needed on one project. This brings the cumulative total of projects readied for construction to 1,087, with a value of \$11.5 billion. At the end of the 2008-09 fiscal year, there were 680 construction contracts underway with a contract value of more than \$9.2 billion.

## Partnering With Industry

As part of its construction program, Caltrans field staff has enhanced their working relationships with construction industry personnel. During the past fiscal year, Caltrans and industry leaders conducted 120 joint training sessions on partnering. More than

2,500 engineers and contractors learned how to successfully work together to complete construction projects quicker and cheaper.

This year, Caltrans updated its *Field Guide to Partnering on Caltrans Construction Projects*, a publication that helps state and construction industry field staff work together more efficiently while constructing their project. In addition, Caltrans also began requiring that field staff utilize the services of professional facilitators to improve their working relationships.



Construction crews place a polyester concrete overlay on Interstate 5 in downtown Sacramento to serve as the final driving surface.



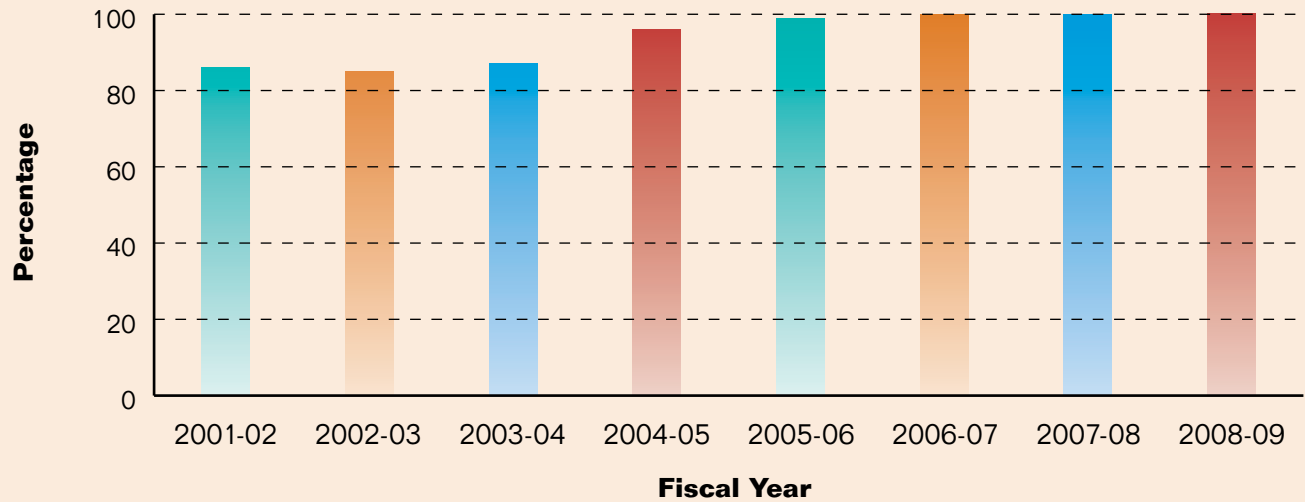
Crews worked day and night on the Fix I-5 Project in downtown Sacramento to complete it in just 35 days of around-the-clock construction as opposed to the original construction plan of five years.

advertising, daily e-mails to the public, community outreach, and assistance with media relations and press events.

Opposite Page: Caltrans encourages contractors, engineers and stakeholders to collaborate on projects, such as the Fix I-5 undertaking in downtown Sacramento.



## Percent Delivery of Ready to List Milestone



Caltrans staff reached 100 percent of its "Ready to List" project goal once again this year. This means projects are ready to advertise for contractors' bids.

Source: Caltrans Division of Project Management

## U.S. Highway 101 Carpool Lane Project Completed Six Months Ahead of Schedule

The \$14 million U.S. Highway 101 project widened the route from four to six lanes to extend the carpool lane for two and a half miles and upgrade a congested interchange in Santa Rosa. Originally scheduled to be completed the following spring, the schedule was adjusted and operational improvements were accelerated to complete work before the 2008 holiday shopping season. Ultimately, Steele Lane was reopened before Thanksgiving — six months ahead of schedule.



Caltrans crews widened U.S. Highway 101 to six lanes, to ease congestion in Santa Rosa.

## New Ramp Metering System is Easier, Cheaper

This past year, the Department developed a single standard statewide ramp metering software that will reduce the time and effort spent on software maintenance and training costs.

Until Caltrans developed the new universal ramp metering software, the state had five completely different, incompatible, and separately maintained ramp metering programs. The new ramp metering software incorporates the same functionality into one standard program.



Caltrans programmed freeway onramp traffic lights to alternate so cars merge once onto the freeway, eliminating the additional merge within the onramp.

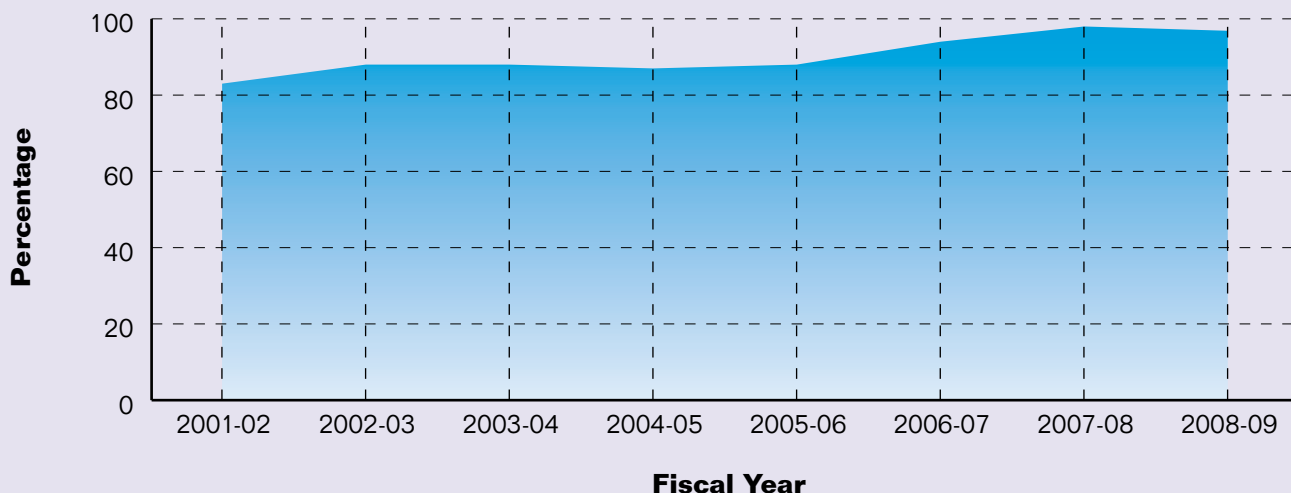
## Earning Federal Trust

The Federal Highway Administration (FHWA) is awarding Caltrans more responsibilities, and Caltrans is eagerly taking them on.

Caltrans and FHWA have partnered to develop a road map to effectively and efficiently manage the Federal Aid Highway Program, which assists states in providing for construction, reconstruction, and improvement of highways and bridges. The agreement gives Caltrans more responsibility over funding, designing, securing environmental approval, and constructing projects. It makes the process faster and more cost-effective, so the Department can deliver projects more efficiently.

In October 2008, Caltrans entered into the Construction Program Stewardship Agreement Implementation Partnering Charter to ensure successful implementation of the agreement with FHWA. Under the charter, the Department and FHWA personnel will meet on a regular basis to discuss and resolve common issues as Caltrans takes on these additional responsibilities.

## Percent of Construction Contract Acceptance (CCA) Completed on Time



This graph displays the percent of projects contractors have completed on time.

Source: Caltrans Division of Project Management





# STEWARDSHIP

## Climate Action Leader

**Caltrans became one of the first state agencies to successfully certify its greenhouse gas (GHG) emissions inventory with the California Climate Action Registry, a private nonprofit organization that protects and promotes early actions to reduce emissions.**

Caltrans is developing a variety of measures to reduce GHG. Adaptation strategies will minimize impacts on the state's transportation infrastructure while ensuring public safety, mobility and economic vitality. Climate change factors will be considered as the Department plans, builds, operates and maintains the transportation system.

Caltrans worked with the California Natural Resources Agency to outline strategies to limit the state's expected climate change impacts.

The Department prepared a mitigation report to provide a framework for reducing GHG emissions from transportation operations, buildings and facilities through system efficiency, conservation, and greening practices. For example, congestion relief is expected to improve operational efficiency of the transportation system, thereby reducing GHG emissions from mobile sources. The Department's new cement mix standards allow for less GHG in intensive concrete production. Caltrans' interdisciplinary climate action program

## Caltrans Wins the 2009 Green California Leadership Award

Green Technology, a nonprofit initiative designed to help government efforts toward sustainability, honored Caltrans with its 2009 Green California Leadership Award for developing an alternative fuel project to reduce greenhouse gas emissions in Department operations. The multifaceted project maximizes Caltrans' use of alternative fuels, increases the number of flex-fuel and green vehicles in the fleet, and reduces overall fuel consumption through conservation practices.

Caltrans replaced conventional fuel with alternative fuels as part of a goal that focused on E85 (ethanol) and biodiesel. The Department has completed its transition to the use of biodiesel fuel. Nearly 5,000 of 12,500 active Caltrans vehicles and pieces of equipment have been retrofitted to be more efficient; and of these, more than 3,000 use alternative fuel or energy. The leadership award distinguishes Caltrans as a good steward of the environment. The Department takes great strides to reduce its carbon footprint and improve air quality.

**Opposite Page:** Caltrans crews worked quickly to protect motorists from slides on State Route 1 on the Central Coast after fires denuded the hillsides.

## First Mobile Hydrogen Fueling Station

Caltrans opened its first mobile hydrogen fueling station during the summer of 2009 at a Los Angeles equipment yard. The dispensing equipment works with California Fuel Cell Partnership compliant vehicles. The project is aligned with Executive Order S-7-04 to ensure that, by the end of the decade, every Californian has access to hydrogen fuel along the state's major highways. Caltrans also announced the opening of eight new E85 (ethanol) fueling stations for state vehicles.



Caltrans is committed to decreasing greenhouse gas emissions and increasing departmental alternative fuel consumption.

implements climate strategies within the Department and in collaboration with partner agencies. The state's climate change laws and regulations increasingly focus on how a project is developed and performs. The climate action program is also evolving to respond to advancing science. Caltrans is restructuring the program to maintain a leadership role and a model program to help other departments and agencies integrate climate change into transportation decisions.

As a member of California's climate action team, Caltrans has been working to facilitate GHG emission reduction by working with the California Air Resources Board and the administration's climate action team to support development and implementation of the program. Caltrans also collaborates with local and regional agencies, academic and research institutions, and environmental and energy agencies to advance the state's climate objectives.





Caltrans used the cold foam process to repave State Route 89 in the Sierra Nevada. The process allowed Caltrans to recycle 100 percent of the existing asphalt concrete.

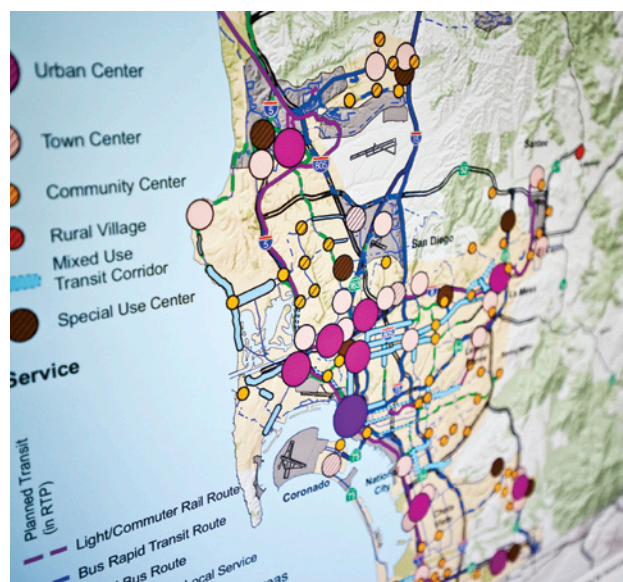
## Eco-Friendly Materials Get Green Light

Caltrans' Materials Engineering and Testing Services, in coordination with industry, is developing specifications that will reduce the carbon footprint of concrete. The new specifications provide for the replacement of a certain amount of cement in concrete with supplementary cementitious materials (SCMs) and pure limestone. Reducing the amount of cement by replacing it with SCMs, which are recycled materials, will directly reduce the carbon dioxide emissions associated with the manufacturing of cement. The implementation of these specifications will greatly reduce carbon dioxide emissions while producing a better and reliable concrete product. The new specifications also allow for the use of recycled concrete aggregate as a substitute for conventional aggregate in minor concrete applications. Recycled aggregate reduces waste and makes concrete a more sustainable product with respect to mining and the environment.

## Planning for the Future

Four years into its Regional Blueprint Planning Program, Caltrans reports that 17 of California's 18 metropolitan planning organizations are engaged in regional comprehensive planning (regional blueprints). Supported by grants from Caltrans, the Regional Blueprint Planning Program ties land-use to transportation planning through a collaborative, comprehensive process that is transforming how the state plans for the future.

Regional blueprints integrate environmental, social and economic standards for a region's planned future growth. The resulting collaboration builds relationships, balances needs and priorities, and engages the public in identifying values to guide a region's growth. This lays the groundwork for a transportation system that epitomizes the governor's objectives to promote sustainability and enhance the quality of life across California, while meeting the challenge to reduce greenhouse gas emissions and improve air quality.



Caltrans works with partners to include environmental, social and economic standards when looking at a blueprint plan for a region of California.

## Planning Grants Assist Local Agencies

In September 2008, Caltrans announced the release of more than \$9.5 million in federal and state grants to 74 agencies, including local governments, planning groups, community-based organizations and tribal governments. Four transportation planning grant programs provide funding for projects that will help build stronger communities, promote equity for low-income citizens and minority groups, and protect the environment.

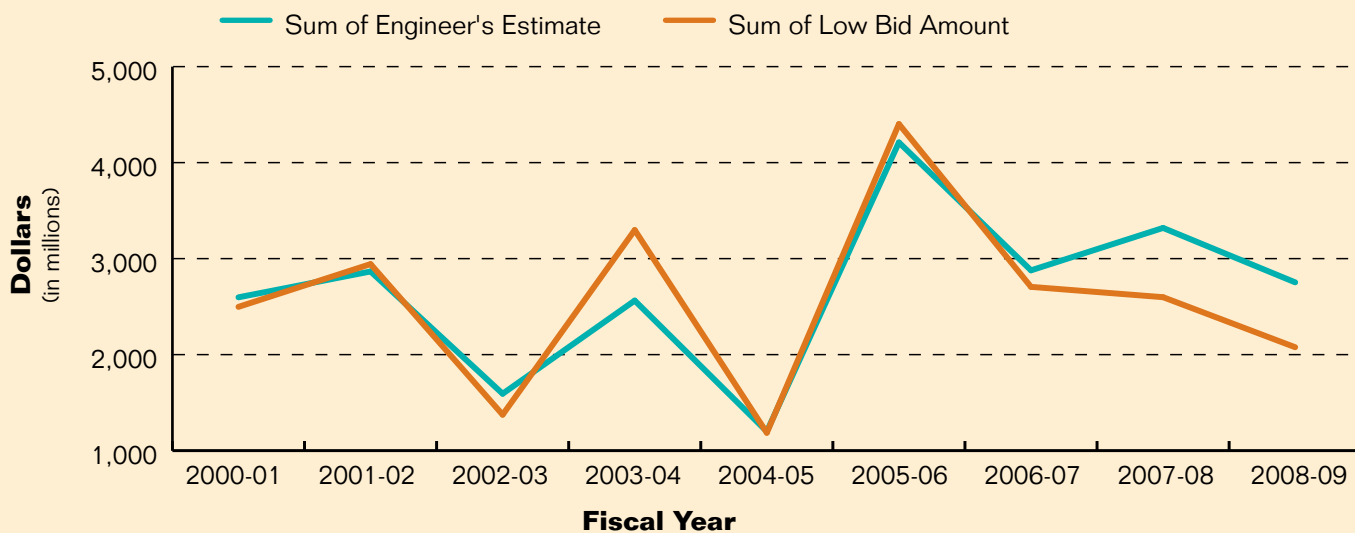
Highlights of the grants include \$85,000 to develop a folding bike subsidy program that would provide discounts to transit riders who purchase a collapsible bike to use in conjunction with bus and rail systems in Los Angeles. Another program received \$250,000 to revitalize the original Spanish El Camino Real (State Route 82) in San Jose between Diridon Transit Station at Cahill Street and Interstate 880. The project encourages multimodal transportation including transit, biking, and walking.

Funding is provided by both state and federal sources, including the State Highway Account, the Federal Highway Administration and the Federal Transit Administration.



Folding bicycles make it easier for travelers to incorporate transit into their commute.

## Engineer's Estimate for Projects versus Low Bid

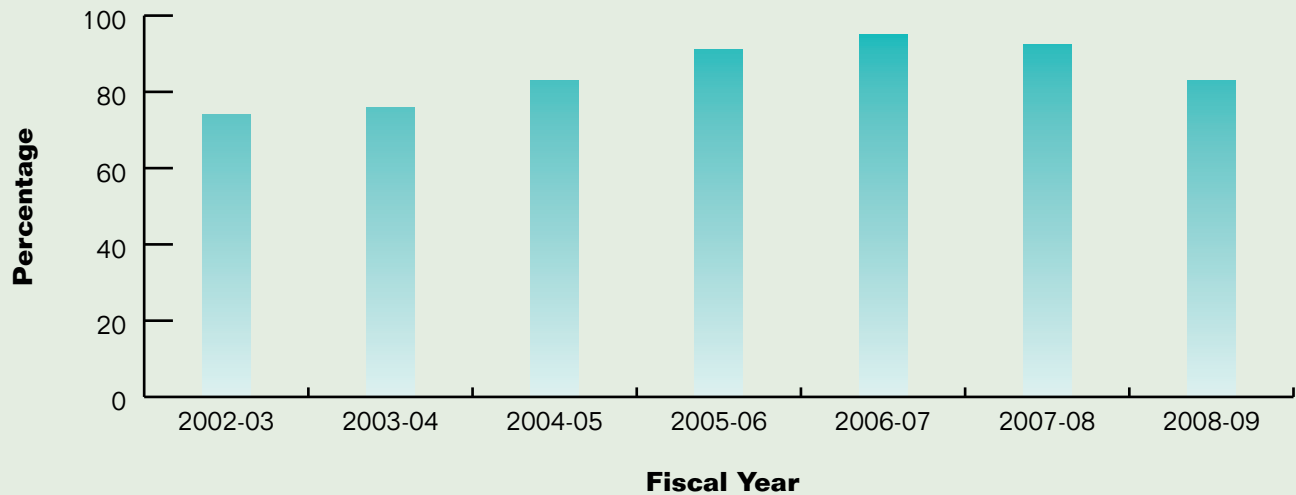


Caltrans is getting more construction firm bids on each project. The increasing number of bids reduces the cost of the projects, and saves millions of dollars that can be used to fund additional work.

Source: Caltrans Division of Engineering Services



## Percent of Project Approval and Environmental Documents Completed on Schedule



This chart displays the percent of environmental documents that Caltrans district directors have approved on schedule. Caltrans has developed action plans to address community or environmental impacts.

Source: Caltrans Division of Project Management

## Remote-Controlled Cleaning

Caltrans is using new advancements to clean sand, gravel and other debris from Caltrans culverts. A small remote-control loader allows the operator to stand outside the culvert being cleaned, eliminating the need for ventilation machinery. Crews typically cleaned medium-sized culverts manually. The loader uses less labor and water to clean these facilities.

Caltrans' Division of Research and Innovation and the Advanced Highway Maintenance and Construction Technology Research Center at UC Davis collaborated to acquire and support the use of the loader. Equipment managers are coordinating field use across the state and providing equipment support and crew training. The unit has allowed crews to clean culverts in half the time. The machine's power source meets the newest emissions standards.



Caltrans can now use a remote-control loader to remove dirt, gravel or other debris from drainage culverts. Previously, employees hunched over in confined spaces to clean them manually.

## Management Training Program Reaches 1,000th Participant

During the past fiscal year, Caltrans continued its successful succession planning programs. Currently, 65 percent of Caltrans' workforce is 45 years or older. In preparation for potential gaps in management as the "baby-boomers" retire, Caltrans developed a Management Training Program (MTP) in fiscal year 2004-05. This past year, Caltrans saw its 1,000th participant in the MTP



and continued its other training programs, including the Administrative Skills Certificate Program, Supervisory Training Program, Leadership Training Programs, parts I and II, and the Executive Development Program.

## Dealing with the Devil's Slide

Anchoring the north end of the future State Route 1 bypass in San Mateo County, the twin bridges at Devil's Slide will provide access to the two tunnels that are presently being bored through the mountain to avoid an area prone to closures from landslides. Architects designed the bridge pier tables and railing to mirror the rolling undulations of the surrounding hills. The parallel bridges were constructed using the cast-in-place, balanced cantilever method, and graceful arches provide aesthetically pleasing views that blend into the environment. Construction occurred over an ecological microenvironment that is home to the red-legged frog, which is a threatened species. Building the bridge segment by segment resulted in no impact to this important ecosystem. The equestrian trail that was impacted has been relocated through a lush forest granting access to several scenic vistas. The bridges were completed in September 2008, and the tunnels are scheduled to open in 2011.

## Summer Fires

After summer fires denuded the hillsides adjacent to State Route 1 on the Big Sur coast, Caltrans embarked on an ambitious \$5 million project to install several protective measures along the coastal route in and around Big Sur. Crews had only



Caltrans put up nets to catch rocks and other debris after fires denuded the hillside above State Route 1 on the California Coastline.

four months to design and construct the improvements, which ranged from wire fencing to earth berms to rock scaling — where Caltrans personnel climbed the hillside to remove loose material. The result has been very successful, with only minor, routine closures occurring during the 2008-09 winter season. After U.S. Geological Survey predictions that millions of tons of debris would flow onto the highway this winter, Caltrans engineers estimate these protective measures will curb erosion and save the state about \$50 million in repairs over the next 10 years.



Caltrans prepared to drill the new tunnels at Devil's Slide to provide a safe route away from the area prone to rock slides.





## SERVICE

### Ensuring Equality for Disadvantaged Businesses

**The Federal Highway Administration gave Caltrans approval in March 2009 to implement a federal fiscal year 2009 Disadvantaged Business Enterprise (DBE) goal and methodology. This two-part program encourages minority and women owned businesses to participate on federally-funded contracts. The decision, however, was challenged in court in June.**

Caltrans started adding DBE goals to its American Recovery and Reinvestment Act (Recovery Act) contracts. The overall 2009 goal of contracting for disadvantaged businesses is 13.5 percent.

Business participation from enterprises owned by women, African-Americans, Native Americans and Asian-Americans is now monitored under the race-conscious part of the program. The 2009 race-conscious goal is set at 6.75 percent.

Businesses run by Hispanics or Subcontinent-Asians are now monitored in the race-neutral program, with a 2009 goal of 6.75 percent participation of those groups on transportation contract work.

State departments of transportation must implement the federal DBE program in order to receive U.S. Department of Transportation funds and ensure equality in our nation's competitive market.

## Access for Small Businesses for Bond Guarantees

In early 2009 Caltrans partnered with the U.S. Small Business Administration (SBA) to increase contracting opportunities for California's small businesses and help the economy. The joint Bonding Assistance Initiative helps qualified small businesses access bond guarantees, which are required on Caltrans construction contracts and are currently difficult for small businesses to attain.

Prior to this partnership, California-based small businesses faced a limited number of companies issuing surety bond guarantees. California's new partnership will increase the number of surety bond companies statewide so small businesses will have easier access to bond guarantees and applications.

This initiative will increase bid participation from small businesses. The businesses can bid on regular, bond and Recovery Act construction projects. California has received \$2.57 billion in Recovery Act funding for highway and local streets.

The Surety Bond Guarantee Program is a public-private partnership between the federal government and the bond-issuing surety industry. Caltrans is working in conjunction with the SBA to provide free education and technical assistance statewide through Caltrans and SBA district offices.



Caltrans made a clearing for the new 11.7-mile Lincoln Bypass. The \$324 million project will improve local and corridor traffic flow once completed.

The 9th U.S. Circuit Court of Appeals in Western States Paving v. Washington State Department of Transportation changed the way state departments monitor and ensure participation of disadvantaged businesses in contracting and procurements. Previously, Caltrans used a wholly race-conscious program with a goal awarding 10.5 percent of contracts to disadvantaged businesses. The court ruling required state departments of transportation to use race-neutral programs until a disparity study was completed and indicated the need for a race-conscious program. Caltrans contracts with disadvantaged businesses fell dramatically when a solely race-neutral program was implemented. The Department's disparity study was completed in June 2007. Based on those results, Caltrans sought and obtained federal approval of a mixed component race-neutral and race-conscious program.

In June, the San Diego Chapter of the Associated General Contractors (AGC) filed a lawsuit challenging Caltrans' DBE Program for federally-funded transportation contracts. San Diego AGC believes the Department's DBE program is not supported by the state law and the federal Constitution under the 14th amendment. The Caltrans disparity study identified four underutilized groups, including Native Americans, African-Americans, Asian-Americans and women owned firms who are part of the race-conscious DBE Program.

Opposite Page: Caltrans is continually working to increase the number of projects awarded to disadvantaged businesses.



## Online Services Expand Opportunities for Caltrans Contractors

In order to help contractors prepare bids for construction projects, Caltrans upgraded its Web site to allow them to bid on construction projects online. Contractors can now search by contract items, project location and license requirements.



**Caltrans...**

**Rebuilding California**

**CONTRACTORS CLICK HERE**

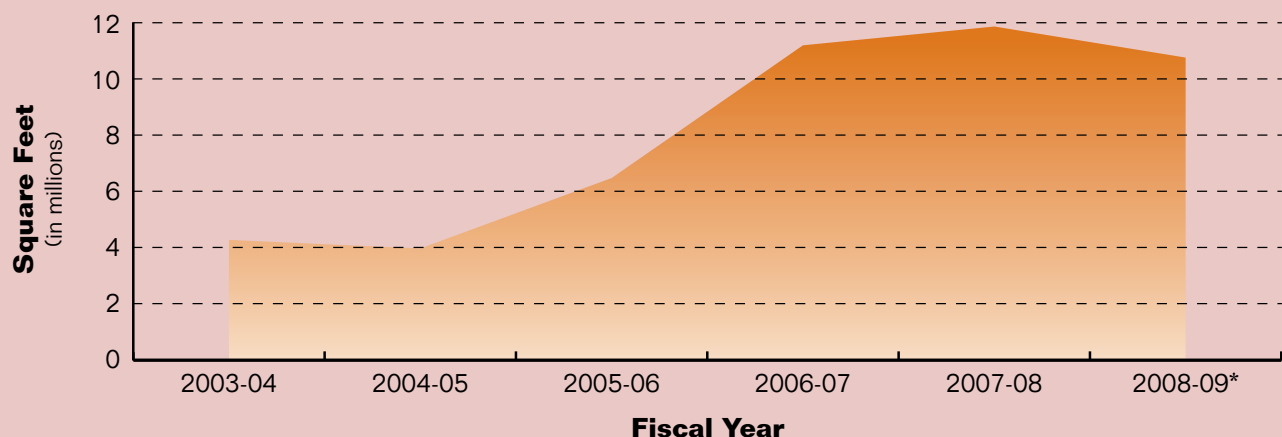
Caltrans now provides construction project information online for contractors at [www.dot.ca.gov](http://www.dot.ca.gov).

This makes it much easier for contractors to find contracts, bid items, and item descriptions. Contractors can search for projects in their geographic area and within their license capabilities. The Web site includes an "opt-in" feature where contractors can add their company information to the plan holders' list without having to purchase bid documents. A "frequently-asked-questions" feature was added for contractors as well.



Caltrans receives thousands of new reports of graffiti every year on state rights of way.

## Graffiti Removed from State Highway Rights of Way



Graffiti impacts all members of a community. Caltrans and taxpayers spend millions of dollars cleaning roadside rest areas, signs, light poles, trash receptacles, planters, phone booths, benches, sound walls, art pieces, traffic signals, electrical boxes, bridges, and other structures. The Department works with local public works and law enforcement agencies to prevent and remove graffiti and to prosecute offenders.

\*Preliminary numbers.

Source: Caltrans Division of Maintenance

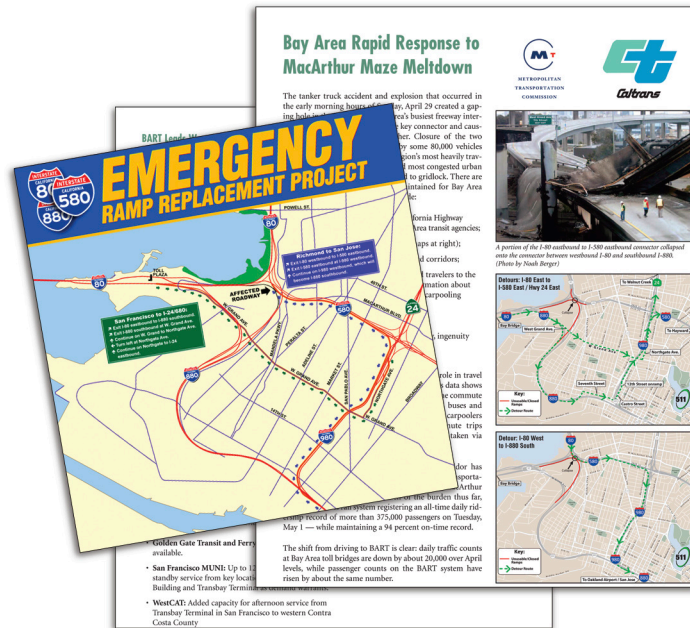
## Award-Winning Public Outreach

Caltrans received awards from the American Association of State Highway and Transportation Officials (AASHTO) for its public awareness campaigns on two major transportation projects in the San Francisco Bay Area and for a national highway safety campaign.

Caltrans won AASHTO's highest recognition for public relations programs and campaigns, and the Excel Award for an emergency rebuild after a gasoline truck exploded in 2007 near the San Francisco-Oakland Bay Bridge among a tangle of freeway ramps known as the MacArthur Maze. The Caltrans outreach program included daily media briefings and a Web site with updates, news coverage, and a live camera feed so the public could see first-hand the rapid rebuilding progress. Caltrans' staff worked with local transit officials to encourage and provide service to the record 2.1 million passengers who rode the Bay Area Rapid Transit (BART). This was the highest ridership in the agency's 35-year history. Originally projected to take months to finish, the repairs were completed in 26 days, turning the "maze meltdown" into the "maze miracle."

Caltrans won another Innovative Management Award for its public outreach and replacement of

the West Approach of the San Francisco-Oakland Bay Bridge. Caltrans initiated the largest public outreach campaign in its history to let people know that the lower deck of the Bay Bridge would be closed during the 2006 Labor Day weekend. The campaign included broadcast and newspaper



Caltrans' progress on the Interstate 680 High Occupancy Toll Lane Project in the San Francisco Bay Area will help motorists.

advertisements, flyers, electronic freeway message signs, and advertisements in movie theaters. The massive awareness effort helped motorists find alternate routes and prevented regional gridlock.

Caltrans also won the Excel Award for hosting the 2008 National Work Zone Awareness Week. This was the first time any state outside of the metropolitan Washington, D.C. area hosted the national event. The Department won the Graphic Design Award for the National Work Zone Awareness Week kick-off event logo. The logo was used on hundreds of printed materials and online by state departments of transportation throughout the nation, as well as by the Federal Highway Administration and other partners.



## Caltrans Excels in Public Education Campaigns

Caltrans received honors from the State Information Officers Council. The Fix I-5 Project media campaign earned a Silver Award, and the Don't Trash California Cover Up Litter Bugs poster and Don't Trash California stormwater pollution prevention photography both earned Gold Awards.

The Fix I-5 outreach included a Web site, paid media advertising, daily e-mail blasts sent to the public, community outreach, and press events. Caltrans also partnered with the Sacramento Area Council of Governments (SACOG), the Sacramento International Airport and the California Trucking Association. In the end, more than 95,000 vehicles a day were diverted during construction and traffic ran smoothly.



## Small Business Benefits from Calmentor

In April 2008, Caltrans hosted 200 attendees representing small businesses, Disabled Veteran Business Enterprises, Disadvantaged Business Enterprises, established firms, local agencies, and other state departments at its Calmentor event in Oakland. Small and disadvantaged businesses were able to network, learn the tricks of the trade from established firms, and find out about contracting opportunities available in both state and local government agencies. The highlight of the celebration event was the recognition of the successes achieved by the smaller protégé firms directly resulting from their participation in Calmentor and the commitment of the mentor firms that made the Calmentor program possible.



Caltrans developed the Don't Trash California campaign to educate the public about clean-up costs, as well as repercussions from roadway litter.

The goal of the Department's Don't Trash California public education campaign is to help reduce the amount of litter that enters the highway storm drain system by encouraging and reminding the public not to litter. The award-winning photographs helped compel residents to reduce the amount of litter and stormwater pollution. The Cover Up Litter Bugs poster was designed to prevent litter on the highways resulting from uncovered loads.



Calmentor is a mentorship that pairs small entrepreneurial businesses with small businesses that may be struggling or just starting out. Caltrans held a successful Calmentor event in the Bay Area this year.

## More Than \$1 Billion in Improvements on Heavily Traveled Freeway

More than \$1 billion is being invested in corridor mobility, safety improvements, traveler information, and pavement rehabilitation in the nearly 170 miles of Interstate 80. These projects are designed to improve mobility and safety on this vital artery. In August 2008, a caravan to showcase the work to the media and public began at the San Francisco-Oakland Bay Bridge Toll Plaza in Oakland and moved east to the Nevada border highlighting the projects along the route.

The first Proposition 1B-funded project in the Bay Area — a \$53.2 million project to construct an 8.7-mile carpool lane in Solano County — was highlighted. This additional capacity will meet the demands of recent growth and reduce travel delays and congestion for commuter and recreational traffic to and from the Bay Area.

Other I-80 projects included a \$47.1 million upgrade of corridor management elements that will provide Caltrans with real-time information to monitor and improve Bay Area traffic. On the other end of the corridor, Caltrans is working on an aggressive \$521 million reconstruction program to rehabilitate the interstate and snow chain installation areas in the Sierra Nevada.

Other projects include a \$49.8 million plan to upgrade a truck scale facility on this important



Caltrans is investing \$1 billion into road rehabilitation throughout California's portion of Interstate 80. Crews are disposing of old pavement and putting down fresh pavement at Dutch Flat.



More than \$1 billion of improvements are underway or planned for Interstate 80 from the Bay Area to the Nevada border. Here, crews work at night to minimize traffic impacts.

goods movement corridor and a \$48 million plan to add 5.5 miles of high occupancy vehicle lanes north of Sacramento. Proposition 1B, the 2006 transportation bond, helped fund many of these efforts. All projects are scheduled for completion by 2012.

## First Year of Latest Curb Ramp Program Begins

Caltrans began the first year of its latest curb ramp program. Under this effort, the Department is committed to spending \$10 million annually for five years to ensure that even more curb ramps comply with the Americans with Disabilities Act (ADA). Nine projects, programmed in fiscal year 2008-09 for \$10.7 million, provide a strong showing of the Department's continuing support for meeting ADA goals. Since the ADA was passed, new sidewalks have complied with the ADA, and there have been continuing efforts to upgrade older sidewalks.



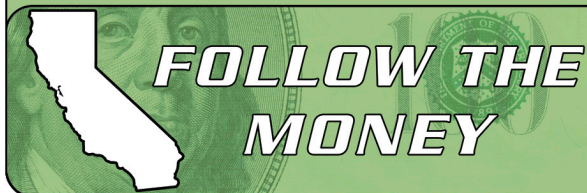
Improved curb ramps alert pedestrians to handicap accessible sidewalks and crosswalks.



## Improving Transparency to the Public

Caltrans improved the tracking and reporting features for Proposition 1B, the 2006 transportation bond program, by instituting an accountability Web site and input systems program during the 2008-09 fiscal year.

The governor issued an executive order (S-02-07) in January 2007, mandating the development and implementation of an accountability plan, with the primary focus on the delivery of bond-funded projects. The order is intended to ensure maximum accountability and transparency regarding the expenditure of bond funds.



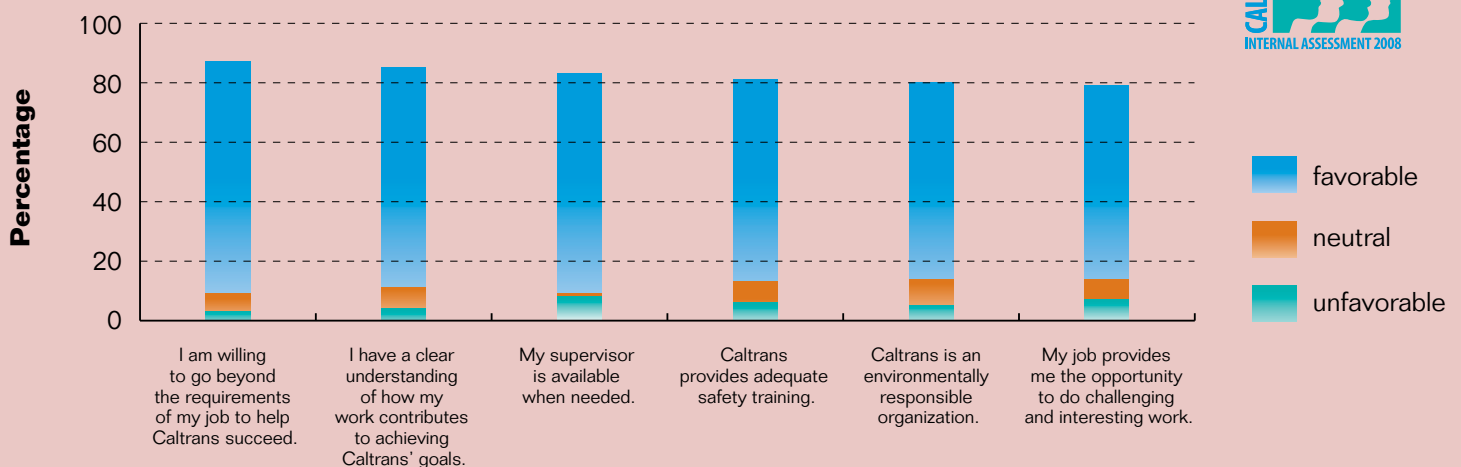
## Small Businesses Benefit from Procurement Fair

Caltrans holds small business procurement fairs throughout the state. In November 2008, Caltrans held a small business procurement fair at Oakland's Jack London Aquatic Center. The fair was an opportunity for small businesses to make contact with the Department and sell their goods and services to Caltrans. Approximately 65 vendors attended, and the Caltrans district office purchased \$1,570,000 in goods and services such as computer equipment, road sealants for maintenance, and office and safety supplies. To date, this one-day fair generated the highest dollar amount of any procurement fair held by Caltrans.



Caltrans holds procurement fairs to purchase necessary supplies from small businesses.

## Survey of Employees



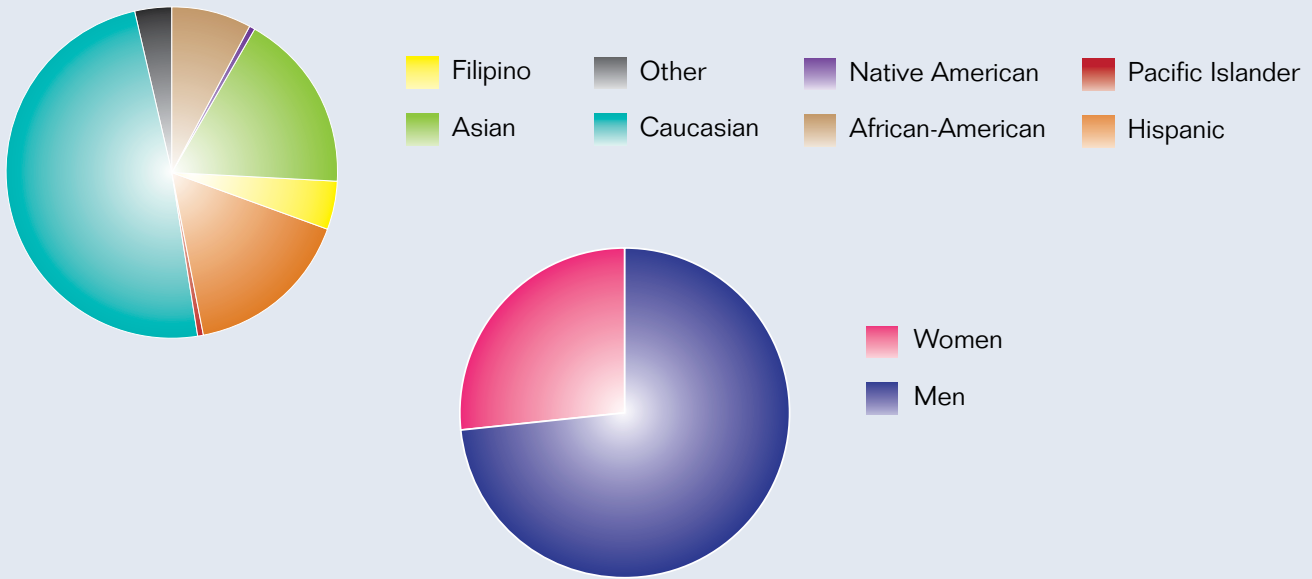
### Survey Questions

Caltrans hired a contractor to conduct an employee survey in 2008. The survey results allow Department staff to assess how Caltrans can operate more effectively and efficiently, and help increase employee morale. Caltrans strives to be the workplace of choice.

Source: Caltrans External Customer Survey



## A Diverse Workforce – Overview of Departmental Ethnicity and Gender



Caltrans celebrates its employees' diversity through cultural committees and Diversity Day celebrations held throughout the state each fall. These activities help increase employees' understanding of and appreciation for each others' cultures.

Source: Caltrans Division of Civil Rights



Caltrans Director Will Kempton celebrates diversity among Caltrans employees representing their own culture at the District 12 (Orange County) Diversity Day event in October 2008.





# FINANCIAL

## Leading the Road to Economic Recovery

**California received \$2.57 billion in federal resources from the American Recovery and Reinvestment Act (Recovery Act) for highways, local streets and roads.**

Assembly Bill 20 of the Third Extraordinary Session (ABX3-20) allocated these funds to Caltrans and to local agencies based on the existing formula for allocation of federal regional surface transportation improvement program funds. The Department received 37.5 percent, or \$964 million, of the total funding, with the remaining 62.5 percent, or \$1.61 billion, allocated to local agencies.

Of the \$964 million made available to the Department, \$935 million was used to fund safety rehabilitation and maintenance on the state highway system. ABX3-20 allowed \$310 million of these funds to be loaned to fund 2006 transportation bond (Proposition 1B) projects, that would then be repaid when bonds are sold. Once returned

to the State Highway Account, the funds will be programmed on State Highway Operation and Protection Program (SHOPP) projects, which the California Transportation Commission will allocate. The remaining \$29 million is designated for transportation enhancement projects as required by the Recovery Act.

Between the enactment of the Recovery Act in February 2009, and the end of the fiscal year in June, the Department's share of Recovery Act funds were nearly fully allocated to SHOPP projects, maintenance projects, transportation enhancement projects, and loaned for bond projects. Only a handful of transportation enhancement projects remained unallocated at the end of the 2008-09 fiscal year.

## Upgrading Financial Systems

By modernizing and improving the way the Department does business, Caltrans is taking a major step toward ensuring that 100 percent of the Department's financial resources are available when and where needed. To that end, Caltrans is working to replace its outdated accounting computer system, along with approximately 68 sub-systems, in an effort to provide essential tools the Department needs to become a more efficient mobility company. The current Caltrans accounting system was established in 1983. It processes all billing, bookkeeping, assets, liabilities, financial reporting, and accounts receivable.

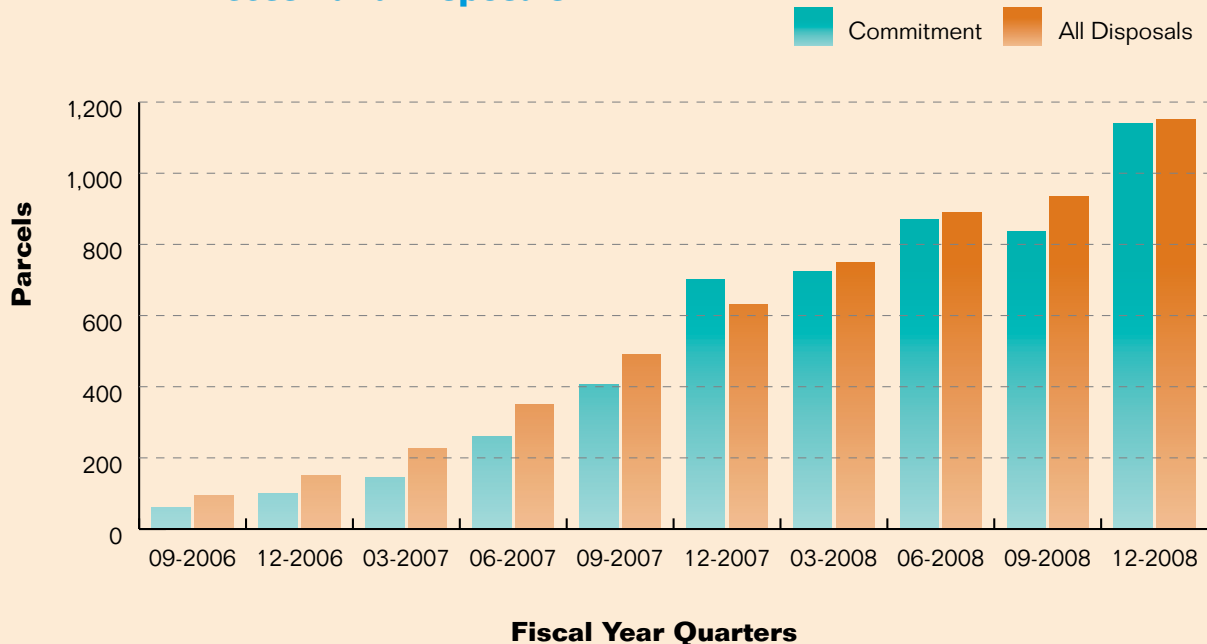
Caltrans started working in June with CGI, Inc., to plan out the Integrated Financial Management System/Enterprise Resource Planning Financial Infrastructure (E-FIS) project. The new system will be implemented in 2010 and will reduce the number of inputs into the system — saving time and money.



Above: Caltrans has just completed an aggressive plan to sell its surplus land. From those sales, the Department returned \$131.2 million to the Public Transportation Account.

Opposite Page: Gov. Schwarzenegger and legislators wrestled with the \$26 billion state deficit at the California State Capitol.

## Excess Land Disposals



Caltrans disposed of all 1,140 surplus parcels of land within a 30-month period ending in December 2008, and returned \$131.2 million to the Public Transportation Account.

Source: Caltrans Division of Right of Way



## **Saving Money Through Audit Findings**

During fiscal year 2008-09, Caltrans completed 295 audits and investigations. Financial, operational and performance audits provide tangible and intangible cost savings. Internal audits of the Department's programs and operations, external audits of contractors and local government agencies to mitigate improper payments, and investigations that identify improper activities all help mitigate further costs from litigation by employees, contractors, and the public. Documented audit savings totaled \$65 million. Caltrans also coordinated audits and reviews of the Department by external audit organizations and processed 15 responses and status reports.

Caltrans also coordinates audits and training for consulting firms. Caltrans works with the American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), contractor organizations, small businesses, and local agencies to perform reviews and audits, as well as provide presentations about federal and state audit requirements and expectations.

## **Putting More Federal Dollars to Work**

Caltrans continued the work that began with FHWA in 2006 to reduce the level of inactive federal obligation and increase federal funds for projects that are ready to go to construction. Federal aid highway projects with large unexpended balances of \$500,000 or more decreased from more than \$400 million in September 2008, to an unprecedented low of \$169 million. Furthermore, the number of projects with inactive obligations was reduced from 145 to 92.

## **Legal Efforts Protect California's Assets**

Caltrans negotiated and prepared more than 1,700 legal contracts during fiscal year 2008-09 to facilitate construction projects, and concluded 461 court cases. The Caltrans Legal Division played a key role in drafting legislation to expedite environmental clearances for eight projects so they could start in 2009, drafted language to establish extended public-private partnerships, and handled the new legal procedures certifying use of federal stimulus funds.



**Caltrans worked on legislation to move the State Route 12 pavement rehabilitation project in San Joaquin County into construction.**

Caltrans attorneys resolved more than \$2 billion in highway incident, contract, personnel, inverse condemnation, and other claims against the state for approximately \$62 million (just more than 3 percent of the amount sought). Additionally, Caltrans prevailed in 122 eminent domain cases to acquire needed property for transportation projects.

## Value Analysis Accomplishments

Each year, Caltrans reports the results of the Value Analysis (VA) Program to the Federal Highway Administration. Value analysis is a function-oriented, systematic team approach used to analyze and improve value in a project or process. It is a powerful methodology for solving problems and reducing costs while meeting performance requirements. Federal law requires that a value analysis study be performed on all projects on the federal aid system costing more than \$25 million.

For the federal fiscal year 2008, the Department completed studies on 39 projects with a total cost (capital and support) of more than \$4.3 billion. The Department reported savings of \$263 million from these studies representing an average savings of 6 percent. The savings were derived for the "Accepted Alternatives" proposed by the VA teams and implemented by the decision-makers and project development teams. In comparing the project cost savings to the cost to conduct the studies, the Department achieved a return on investment of 135:1.

When a VA study identifies savings, these funds then become available for use on other projects, as in the case of the \$263 million that the Department can use to fund additional projects on the state highway system.

## Fiscal Year 2008-09 Budget

In fiscal year 2008-09, the Caltrans budget totaled \$14.3 billion. This number is a \$3 billion increase from the 2007-08 budget. The 2008-09 budget included a fully funded Proposition 42 transfer and a Proposition 1A loan repayment of \$83 million to the Traffic Congestion Relief Program. The Recovery Act was not included in the 2008-09 budget. The Recovery Act added \$964 million in federal funds for the Department.

Gov. Schwarzenegger signed the 2009-10 Budget Act in February 2009. Trailer bills were also passed to address a cash crisis in 2008-09. These February mid-year adjustments to the 2008-09 budget included decreases to State Transit Assistance and the Home-to-School Transportation Program resulting in net reallocations of \$494 million from the Public Transportation Account to transportation-related General Fund (GF) expenditures. In addition, these mid-year changes authorized the retention of a \$100 million pre-Proposition 42 loan repayment in the GF and loans totaling \$238 million from transportation accounts to provide GF relief.



The Public Transportation Account funds the operating costs of intercity passenger rail services. Caltrans contributes about \$86 million annually to Amtrak for its operation of the Pacific Surfliner, San Joaquin and Capitol Corridor routes on behalf of the state.



## Proposition 42 Transfer

Proposition 42, passed by the voters in 2002, allocated sales taxes on gasoline for transportation purposes. The fiscal year 2008-09 Proposition 42 transfer totaled \$1.32 billion. In comparison to 2007-08, the revenue for Proposition 42 is down nearly 5 percent because of lower fuel prices and waning consumption. These funds were distributed to local agencies for local street and road projects, the Public Transportation Account, and retained in the Transportation Investment Fund (TIF) for the State Transportation Improvement Program (STIP) for state projects. The breakdown is shown below:

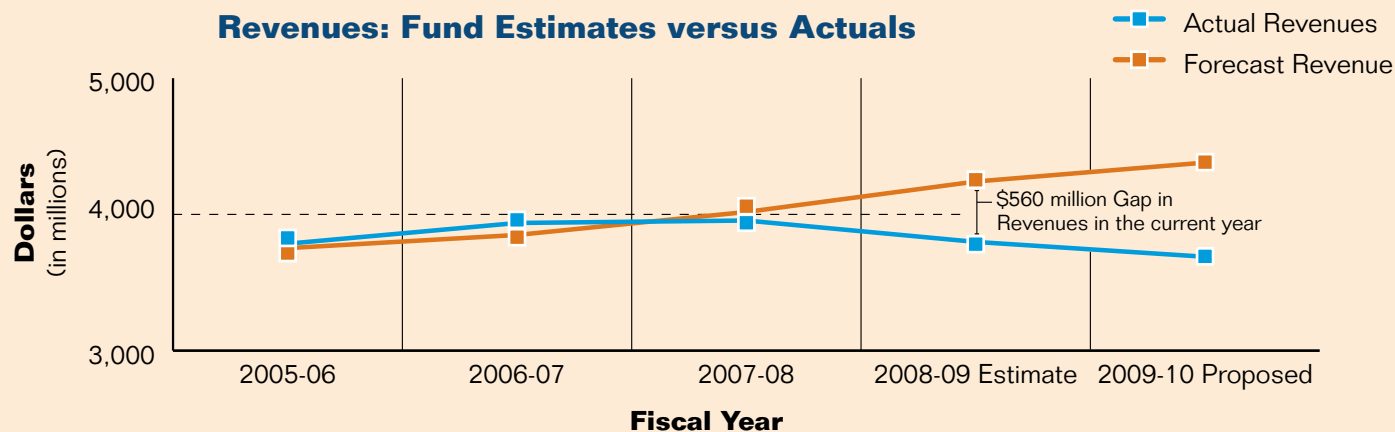
\$528 million — Local Streets and Roads  
 \$264 million — Public Transportation Account  
 \$528 million — Retained in the TIF for STIP

## Public Transportation Account

The Public Transportation Account (PTA) funds the operating costs of intercity passenger rail services, transportation planning, and transit capital projects. The fiscal year 2008-09 budget included the reallocation of some PTA revenues (including spillover) to transportation-related expenses previously paid through the state General Fund, as well as a loan of \$60 million from the Transportation Congestion Relief Fund to keep the PTA solvent. The State Transit Assistance (STA) transfer from the PTA was originally budgeted at \$306 million; however, because of lower revenues, February mid-year changes reduced this amount. Revised 2008-09 PTA allotments are shown below:

\$153 million to STA  
 \$203 million to the Department of Education for the Home-to-School Transportation Program  
 \$138 million to the Department of Developmental Services for the Regional Center Transportation program

Additional spillover revenues were also redirected to the Mass Transportation Fund (MTF). Approximately \$940 million was redirected to the MTF for the repayment of General Obligation transportation bond debt service.



These revenues represent the combination of excise and sales tax collections. California fuel prices were high from 2006 to 2008, but dropped afterward. Fuel consumption also dropped in the recent economic downturn, which led to lower revenue collections. This contributed to Caltrans' \$560 million gap in revenues.

Source: Caltrans Division of Budgets



This is the first Proposition 1B project to begin in the Bay Area. A new 8.7 mile carpool lane between Red Top Road and Air Base Parkway will add much needed capacity to address recent growth, and reduce travel delays and congestion for commuter and recreational traffic to and from the Bay Area.

## Proposition 1B 2006 Transportation Bond

Fiscal year 2008-09 represented the second year of allocations from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). The budget for this fiscal year appropriated a total of \$4.7 billion in Proposition 1B funds for capital outlay, local assistance and state operations, including \$3.6 billion for programs administered by Caltrans.

Through June 2009, a total of \$2.1 billion was allocated as follows:

- \$1,675 million — Capital Outlay
- \$266 million — Local Assistance
- \$115 million — State Operations

The state's fiscal climate affected the ability of the state treasurer to fund bond loans and to issue related General Obligation (GO) bond financing. The condition of the General Fund also affected the Department's ability to access cash to meet bond-funded project commitments. As such, the Department went through a period in 2008-09 that put bond-funded projects on hold. In the spring, the state treasurer had great success in selling bonds to provide cash for some of the state's GO bond programs. In all, the treasurer was able to sell more than \$13 billion in bonds, though only about \$1.6 billion was provided for transportation. This allowed projects that were

already under construction to continue, and provided cash for all projects that had been allocated funding to proceed to construction.

It is important to note, however, that these bond sales provide only funding for the cash flow of the projects, and not the full project costs. Future bond sales are needed to fund these projects to completion. At this time, the state is expected to return to the bond market in September 2009. The success of those sales will determine how many transportation bond projects are funded in fiscal year 2009-10.

## Local Investment on the State Highway System

Local agencies play an increasingly important role in transportation funding for state highway improvements. Local agencies receive state and federal funds that can be used for projects on and off the state highway system. In fiscal year 2008-09 the funds available for local agencies were approximately \$1.5 billion, a decrease from \$2.1 billion in 2007-08, mostly as a result of one-time funding during that fiscal year. From these funds, local agencies invested approximately \$532 million for on-system improvements. In addition, local agencies invest funds from their local sales tax measures, developer fees and other local funds on the state highway system.



Caltrans built a retaining wall between Maya Linda Road and Interstate 15 as part of a Proposition 1B transportation bond project in Southern California.



## Safety Projects Funded First

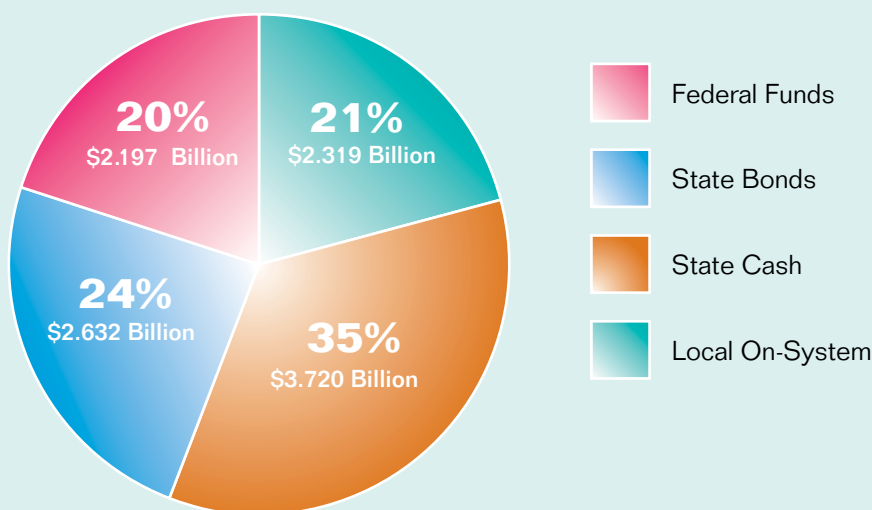
Including Proposition 1B and Recovery Act funds, the State Highway Operation and Protection Program (SHOPP) delivered \$1.86 billion in projects, effectively delivering the entire fiscal year 2008-09 program and advancing 2009-10 projects that were ready to deliver. Construction has started on many of these projects, and Caltrans is advertising for bidders on the remaining projects.

Caltrans' local partners receive approximately 40 percent of the federal highway funds distributed to the state of California through the Federal Highway Administration (FHWA) on an annual basis. These federal highway funds are used to design, construct, improve and maintain local streets and roads, bridges, bicycle lanes, and pedestrian pathways, as well as the state highway system. Caltrans has successfully helped local agencies in delivering transportation projects above and beyond the expected target. They do so by utilizing additional funds distributed by FHWA at the end of the federal fiscal year from other states that have unspent funds.

Despite the fact that allocations to State Transportation Improvement Program (STIP) projects were impeded by the state's bond difficulties, approximately \$900 million in STIP allocations were made in 2008-09 from Proposition 1B and Proposition 42 funds. Many more projects were delivered, but could not receive an allocation because of the shortage of bond availability.

California is experiencing a transportation funding shortfall. The funding from the excise tax on gasoline is declining due to reductions in fuel consumption. Meanwhile the costs to operate and maintain the state highway system are rising at an exponential rate. The 2007 Ten-Year SHOPP identified a need for an annual investment of \$6.6 billion for the repair and maintenance of pavements and bridges, the construction of safety and mobility improvements and facility replacement projects. However, Caltrans may have to direct the \$1.5 billion per year that is currently available to the highest priority in the SHOPP, which are safety and emergency, along with bridge and pavement maintenance, projects.

## Fiscal Year 2008-09 Statewide Transportation Resources Spent On-System by Source



These are the sources of transportation funding spent on the state highway system. Recovery Act and state bond dollars are one-time funds. State and federal tax revenues have decreased by 6 percent this year compared to the past fiscal year. Local tax revenues have also declined by 16.3 percent.

Source: Caltrans Division of Budgets

# CALTRANS DISTRICT BOUNDARIES MAP



**DISTRICT 1**  
1656 Union Street  
Eureka, CA 95501  
P.O. Box 3700  
Eureka, CA 95502-3700  
Phone: (707) 445-6600

**DISTRICT 2**  
1657 Riverside Drive  
P.O. Box 496073  
Redding, CA 96049-6073  
Phone: (530) 225-3426

**DISTRICT 3**  
703 B Street  
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Marysville, CA 95901-5556  
Phone: (530) 741-4211

**DISTRICT 4**  
111 Grand Avenue  
P.O. Box 23660  
Oakland, CA 94623-0660  
Phone: (510) 286-6445

**DISTRICT 5**  
50 Higuera Street  
San Luis Obispo, CA 93401-5414  
Phone: (805) 549-3318

**DISTRICT 6**  
1352 West Olive Avenue  
Fresno, CA 93788  
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San Bernardino, CA 92401-0064  
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**DISTRICT 10**  
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